



METROPOLITAN  
TRANSPORTATION  
COMMISSION



# **ANNUAL REPORT TO THE SAN FRANCISCO BAY AREA STATE LEGISLATIVE DELEGATION**

FEBRUARY 2003

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**Project maps:** Peter Beeler and David Cooper (graphics); Rick Kos and Garlynn Woodsong (GIS)  
**Graphic Design:** Michele Stone (graphics)

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Published by the Metropolitan Transportation Commission  
Legislation and Public Affairs Section

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February 2003

To Our State Legislators:

The Metropolitan Transportation Commission is pleased to transmit this report summarizing our legislative priorities for 2003. Despite the current economic downturn, transportation remains a top priority for the people of the San Francisco Bay Area. In this year of unprecedented budget shortfalls, we have attempted through these pages to explain the impact of proposed state spending cuts on Bay Area transportation programs and projects, and offer solutions to keep California and our region moving.

Along with recommendations for addressing the state's budget crisis with respect to transportation, our report also features county-by-county highlights of pending projects that are in jeopardy. We also have summarized some of our regional transportation initiatives aimed at making better use of our existing transportation resources, including MTC's Transportation for Livable Communities program, our new 511 traveler information telephone number, and the TransLink® universal transit ticket, among others.

We appreciate your interest and help in the transportation arena, and look forward to working with you and your staff in the coming months. Should you have any questions about the material in this report, or general comments, please contact any of the following people:

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Sincerely,

Steve Kinsey  
Vice Chair

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## MTC Nine-County Bay Region



Note: Black lines indicate highways; the multicolored areas illustrate the Bay Area's extensive public transit network with its numerous operators.



# Summary of MTC's 2003 State Legislative Program

## ■ Issue: Transportation Funding

**Objective:** Save jobs and grow the economy by preserving contracts for projects under or near construction.

### Traffic Congestion Relief Program (TCRP) Jeopardized

- The \$6.8 billion Traffic Congestion Relief Program (TCRP) in 2000 brought \$1.7 billion to the Bay Area. The six-year funding program resulted from shifting the sales tax on gas to transportation purposes. During the 2001 and 2002 budget cycles, refinancing plans were approved to address General Fund shortfalls that extended the TCRP two years, to fiscal year 2008.
- Proposition 42, which passed with 69 percent of the vote in March 2002, made permanent the transfer of the sales tax on gasoline to transportation, and allowed these funds to be directed back to the General Fund with a two-thirds vote of the Legislature.
- We seek an agreement within the state budget negotiations to allow projects to continue with the fewest and shortest possible project delays.

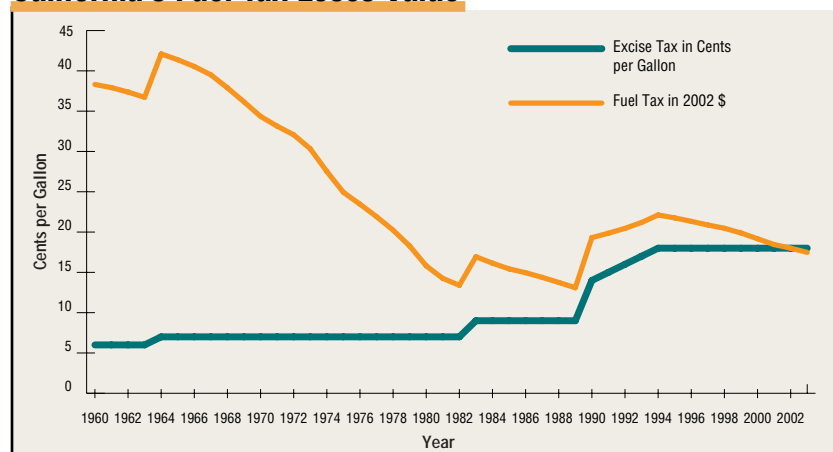
### State Transportation Improvement Program (STIP) Also at Risk

- In addition to the TCRP cash-flow crisis, the State Highway Account (SHA) also is projected to be in the red by as early as June 2003. This likely will affect dozens of Bay Area transit, highway and local road projects, many of which are now under construction.

### MTC Seeks a State Solution to Statewide Funding Problems

- We support seeking additional statewide revenues for transportation, which could include a temporary or permanent state fuel tax increase, or other temporary statewide revenue options to address the General Fund shortfall directly.

#### California's Fuel Tax Loses Value



### Objective: Restore majority vote for local transportation taxes.

Support an appropriate measure to reduce the two-thirds vote requirement for local-option transportation taxes, including a regional gas tax in the Bay Area. Currently, 18 counties representing approximately 85 percent of the state's population have passed local sales taxes. Of these, 14 face reauthorization within the next 10 years. Local transportation taxes are a critical source of funds for highway, local road and transit projects. In the Bay Area, Marin, Sonoma and, most recently, Solano County, all have failed to enact sales taxes by a two-thirds margin.

### Objective: Authorize a vote to increase bridge tolls.

Support efforts by state Senator Perata and the Senate Select Committee on Bay Area Transportation to seek voter approval for a toll increase on state-owned Bay Area toll bridges to enhance transit options and other commute alternatives in bridge corridors. Support a congestion-pricing pilot project on the San Francisco-Oakland Bay Bridge as part of the legislation.

Under the leadership of Senator Perata, the Senate Select Committee on Bay Area Transportation initiated a process for achieving consensus on an expenditure plan to bring additional congestion relief in the toll bridge corridors. Throughout the fall of 2002, MTC worked with the Senate committee to coordinate 15 meetings with an advisory committee consisting of representatives from county congestion management agencies and transit operators, as well as environmental and business-advocacy groups.

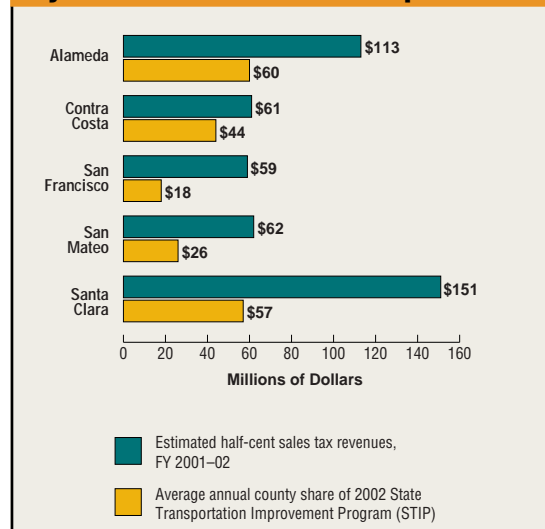
The advisory committee reviewed presentations from project sponsors for \$3.2 billion worth of capital funding requests, and almost \$150 million in annual transit operating requests, and faced the daunting task of reconciling these requests with a funding stream that is expected to be \$125 million annually.

### Round-Trip Toll Rates Across America

Bridge	Location	Toll Amount
Ambassador Bridge	Detroit/Windsor	\$5.50
Delaware River	Del./New Jersey	\$6.00
Newport Bridge	Rhode Island	\$4.00
Golden Gate Bridge*		\$5.00
New York City (five bridges/tunnels)*		\$7.00
Bay Area State-Owned Toll Bridges		\$2.00

\* Discounts available for FasTrak (ETC) users

### Bay Area Sales Taxes Outstrip the STIP



While the 30-year expenditure plan is not yet final, MTC, along with many transit agencies, looks forward to working with the Legislature to craft a consensus spending plan that can be presented to Bay Area voters for approval in 2004.

The new revenues and the projects they will finance will be critical to providing mobility and transit alternatives to the region's millions of residents for years to come.



## ■ Regional Governance

**Objective: Oppose efforts to merge MTC and the Association of Bay Area Governments and instead build upon efforts already under way to better address the Bay Area's transportation, housing and land-use challenges.**

MTC has initiated a number of innovative programs to integrate transportation, land use and housing in the region. Our Transportation for Livable Communities and Housing Incentive programs are popular ways to leverage transportation dollars to support local land-use goals (see p. 23 for a description). MTC's commitment to bolster the region's urban core is further evidenced by our 2001 long-range transportation plan that focuses 77 percent of future investments on maintaining and operating existing transportation infrastructure.

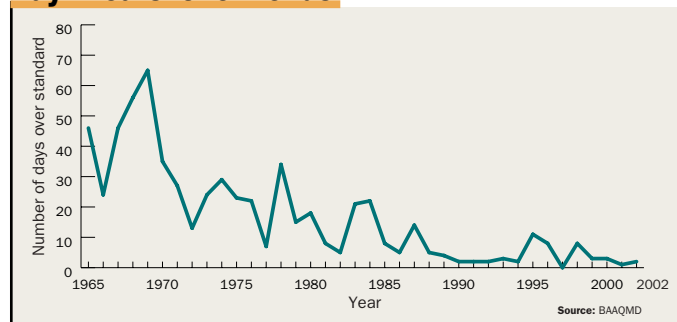
The integration of land use and transportation is a daunting task, complicated by a local government financial crisis that discourages housing construction and rewards stand-alone retail development. In addition, construction-defect liability laws and the reuse of urban land are complicated by numerous environmental requirements. These challenges are present throughout California, whether in Southern California, Sacramento or the Bay Area. The structure of regional planning agencies has little to do with these underlying issues. Rather than focusing on institutional structure, the discussion, we strongly believe, needs to focus on strategies to provide the regulatory changes and fiscal incentives needed to encourage better local land-use decisions.

## ■ Air Quality

**Objective: Address the goals of the 2001 Ozone Attainment Plan.**

The Bay Area is one of the cleanest metro areas in the nation — and the cleanest air basin in California — for federal ozone (“smog”) standards. For the last three years, we have met the federal ozone standard (see chart). At the end of 2003, assuming continued progress, the region can apply to be redesignated as a “maintenance” area.

**Bay Area Ozone Trends**

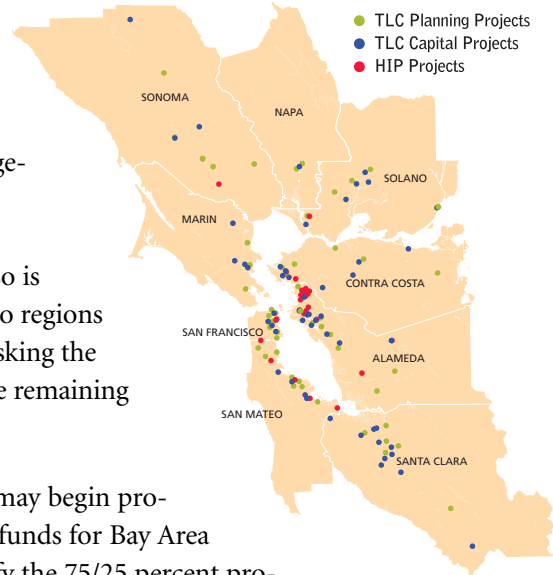


To keep our momentum, we will need to focus on “episodic” strategies to check pollution when violations are most likely to occur. These include programs to keep older cars off the road, free transit passes, telecommuting and enhanced enforcement of posted speed limits. The Legislature may be called upon to assist with needed statutory changes.

## **Federal TEA Funds**

### **Objective: Preserve regional programming of federal Transportation Enhancement Activities (TEA) funds.**

Federal TEA monies — used for a range of alternative transportation needs, such as historic preservation, open space acquisition and bicycle and pedestrian trails — have been programmed by regional agencies such as MTC and the state on a 75 percent/25 percent basis, respectively. This arrangement has enabled MTC to expand its popular and effective Transportation for Livable Communities (TLC) program and Housing Incentive Program (HIP) (see map). This practice also is consistent with SB 45 (Kopp), 1997 legislation that delegated to regions responsibility for programming 75 percent of the STIP and tasking the California Transportation Commission with programming the remaining 25 percent for interregional needs.



Recently, however, the administration has indicated that it may begin programming all TEA funds directly, thus jeopardizing available funds for Bay Area TLC and HIP projects. MTC seeks a statutory change to codify the 75/25 percent programming split between metro areas and the state.

## **Bicycle Access**

### **Objective: Eliminate statutory restrictions on the use of bicycle racks on commuter and express buses.**

Current state law prohibits 45-foot commuter coaches from being equipped with bicycle racks, even though it allows 60-foot local buses to use them. In order to enhance bicycle access to the transportation network, MTC will seek legislative support to remove the current prohibition against bicycle racks on commuter buses.

## **Welfare to Work**

### **Objective: Seek a larger exemption for motor vehicles owned by CalWORKs recipients.**

MTC will seek legislation (similar to AB 144 by Assemblymember Cedillo, which was vetoed in 2001) that provides a larger exemption for the value of motor vehicles owned by CalWORKs recipients. Currently only \$4,650 of the fair-market value of a vehicle is exempted from the CalWORKs and Food Stamp program resource limits. In order to provide reliable transportation, we believe this limit should be increased.

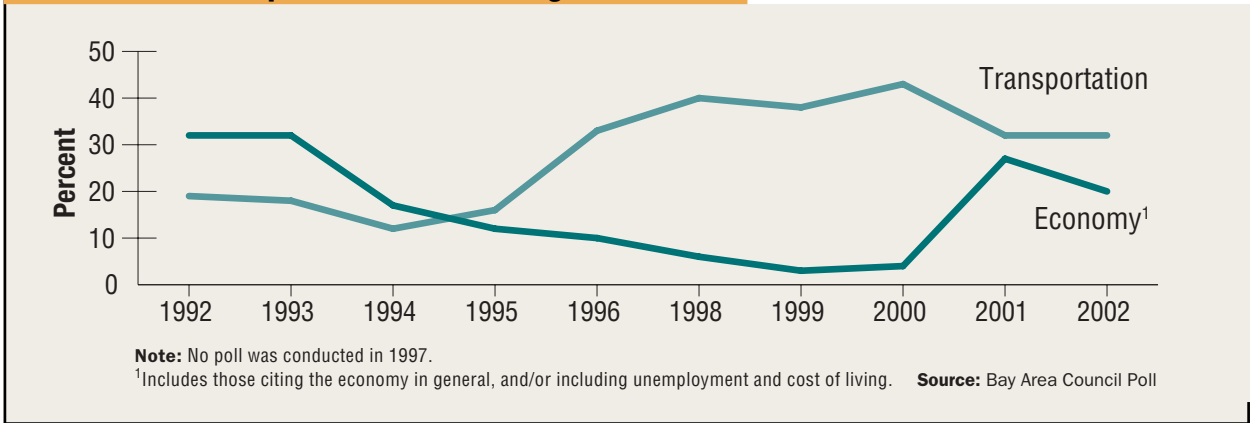
# Transportation Investments Are Key to Jobs And Long-Term Economic Growth

*Job creation and economic growth are the real solution to California budget shortfalls. Transportation investments not only are estimated to create 40,000 jobs for every \$1 billion invested, but also provide a strong catalyst for economic growth by providing the important infrastructure needed for private-sector growth.*

## While Bay Area residents have many concerns — ranging from quality schools and health care to affordable housing — transportation is a top concern.

California voters in March 2002 showed their overwhelming support for transportation investment when they approved Proposition 42 by almost 70 percent. Despite the desire for real solutions to California’s transportation problems, a gaping, multibillion dollar deficit in the state’s General Fund has left the state’s transportation community faced with halting projects and losing critical momentum built since enactment of the Traffic Congestion Relief Act of 2000.

## For Seven Years in a Row, Bay Area Residents Have Ranked Transportation as Their Highest Concern



## Roads in Disrepair

State	% Poor or Mediocre
1. California	73%
2. Massachusetts	64%
3. Missouri	59%
4. Connecticut	54%
5. Louisiana	54%

Source: The Road Information Project

These poll results are no surprise, since California currently ranks dead last among all states in highway spending — both per capita and as a percentage of personal income — and leads the nation in the percentage of major road mileage rated in poor or mediocre condition (see chart at left).

What is less obvious are the added costs borne by California motorists due to the poor condition of our roads and highways. California drivers pay the fourth highest rates in the U.S. — an additional \$354 annually — due to added wear and tear on vehicles.

This is in sharp contrast to the relative bargain to motorists of a modest increase in the state's gas tax. Assuming annual miles driven at 12,000, at 20 miles per gallon fuel efficiency, a nickel increase to the state's gas tax would cost each driver just \$30 per year.

### Extra Vehicle Costs per Driver Due to Poor Roads

State	Total Extra Vehicle Operating Costs per Motorist
1. New Mexico	\$ 432
2. Missouri	\$ 388
3. Louisiana	\$ 387
4. California	\$ 354

Source: The Road Information Project

## Transportation Projects Face Funding Cutoff

The Traffic Congestion Relief Program (TCRP), enacted in 2000, was a significant transportation commitment to the Bay Area that included \$1.7 billion in projects, plus funding increases for local streets and roads and transit operating funds (see pages 9-11, for local Bay Area impact).

Proposition 42 evolved from the enactment of the TCRP, permanently dedicating to transportation the state sales tax on gasoline — with the funds split 40 percent for the State Transportation Improvement Program (STIP), 40 percent for local street and road maintenance, and 20 percent for transit operators. Proposition 42 allows for the transfer of these revenues back to the General Fund in times of budget crisis.

The last two state budget cycles resulted in loans and deferral of transportation revenues, affecting both the TCRP and the State Highway Account. This latest proposal would forgive these past loans to the General Fund and suspend over \$1 billion in Proposition 42 funds for FY 2003–04.

Projects threatened include extending BART to San Jose and Santa Clara, the Caltrain “baby bullet” improvement program, an extension of San Francisco’s Muni Metro down Third Street and to Chinatown, the Caldecott Tunnel fourth bore, new carpool lanes along U.S. 101 in Sonoma and Marin counties, as well as carpool lane improvements on Interstate 580 and Interstate 680 in the East Bay. A total of 39 projects in the Bay Area and scores of other TCRP projects statewide would be affected.

## Impact on the Traffic Congestion Relief Program

The proposed cuts to transportation programs would create two distinct problems:

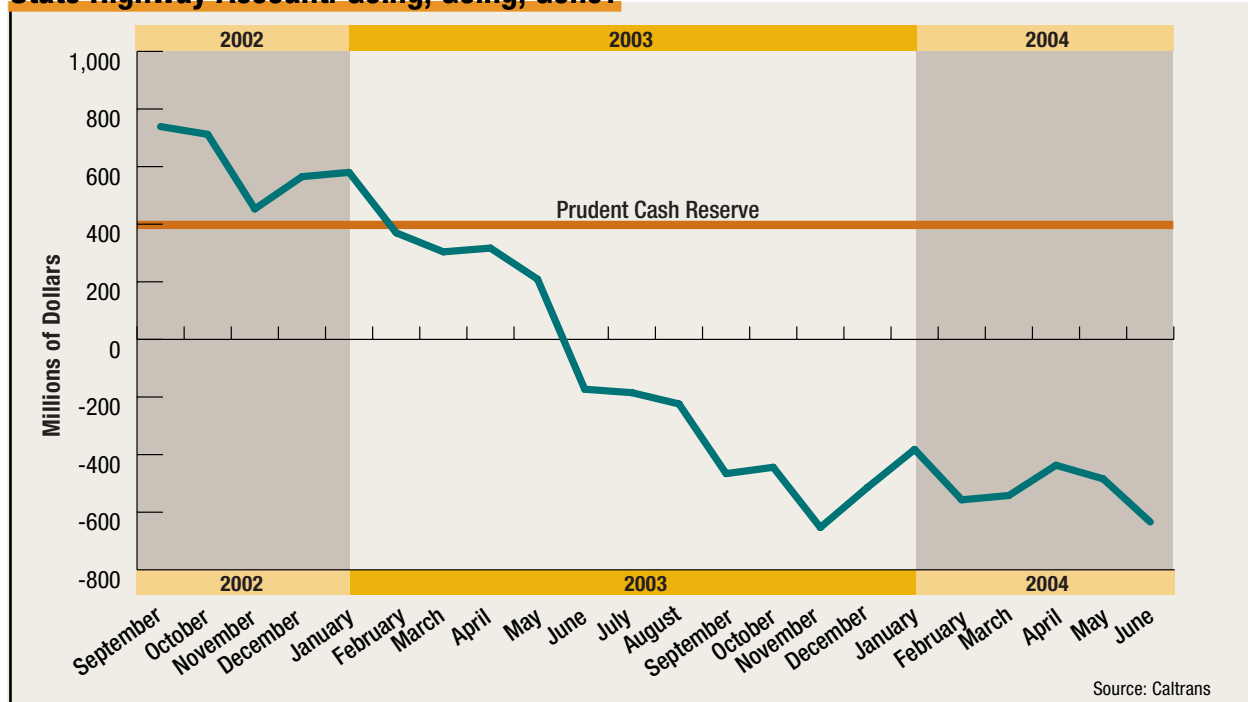
1. The first is a significant, but not yet fully disclosed, cash-flow shortfall to projects that already have been approved and, in many cases, are either under or near construction. To date, neither MTC nor project sponsors have been able to secure answers as to the precise impact of the Governor’s proposal on projects that have already received allocations of TCRP funds.
2. The second problem is the permanent loss of \$1.3 billion of funds available statewide to deliver TCRP projects. Many of the 39 Bay Area projects that were promised \$1.7 billion in TCRP projects cannot advance without the infusion of replacement funding.

## State Transportation Improvement Program Also at Risk

In addition to the TCRP cash-flow crisis, the State Highway Account also is projected to be in the red by as early as June 2003 (see chart below). This likely will affect dozens of Bay Area transit, highway and local road projects in the STIP, many of which are now under construction.

- The California Transportation Commission has indicated that they will suspend funding allocations until at least April, except for emergency response projects.
- Affected Bay Area projects include: a Route 4 carpool-lane project in Contra Costa County from Railroad Avenue to Loveridge Road, a carpool-lane gap closure/Interstate 880 reconstruction project at Mission Boulevard in Alameda County, a carpool-lane project along U.S. Highway 101 in Marin County, and a Highway 87/U.S. 101 interchange project at Trimble Road in San Jose.
- Caltrans has begun to slow basic road repair and maintenance on California's state and federal highways.

### State Highway Account: Going, Going, Gone?



## Federal Transportation Policy Set for Renewal in 2003

Worse still, deficits in the STIP and TCRP raise serious questions about California's commitment to mobility at a time when Congress is beginning debate on reauthorizing the federal transportation program. For example, fiercely competitive federal New Starts grants are contingent upon a robust match from states and localities. Many other federal earmarks rely on significant state or local contribution as well. If California is to position itself as a strong contender for federal dollars, the Legislature must not back away from the state's transportation funding needs.

## **MTC Principles for Addressing State Funding Shortfalls: A State Solution to a Statewide Problem**

If California's transportation infrastructure and the state's economy are to weather this storm, we need the Legislature's help with both state and local funding solutions. A unified strategy for delivering California's transportation program and fulfilling the governor's job creation pledge is particularly important as we enter into the once-every-six-years federal transportation reauthorization debate. We can't expect Congress to pass a transportation bill that invests heavily in California at the same time that our state government is willing to walk away from its own commitment. With this in mind, MTC urges the following approach:

### **1. Meet Cash-Flow Requirements**

Ensure that immediate cash-flow requirements are met for TCRP and STIP projects that have received allocations from the California Transportation Commission (CTC). Likewise, ensure that cash-flow requirements are met for local streets and roads and transit projects that have entered into contracts under Proposition 42 subventions.

### **2. Curb Project Delays**

For TCRP and STIP projects that will soon require CTC allocations, seek an agreement within the state budget negotiations to promote the fewest and shortest possible project delays.

### **3. Seek Added Revenues**

Seek additional statewide revenues for transportation to offset diversions to the General Fund. These may include:

- A temporary or permanent increase in the state fuel tax, truck weight fees or other statewide transportation funding sources. It has been almost 13 years since the fuel tax was last raised in this state, and in that time inflation has eroded its value by almost one-third. Increasing this user-fee now would be a way to backfill any cuts to transportation revenues.
- A temporary statewide revenue option to address the General Fund shortfall directly so that Proposition 42 funds could still be available for transportation.

### **4. Local Options for Local Needs**

Support a constitutional amendment to lower the vote requirement for passage of local transportation measures.

Since 1984, local sales taxes have played a critical role in transportation finance in California. These 18 voter-approved measures contribute some \$1.2 billion annually to keep the state moving. Revenues from transportation sales taxes exceed STIP funds by as much as 3 to 1 in the five Bay Area counties that have approved such taxes. Local governments' ability to raise these vital revenues was severely restricted however, by a 1995 California Supreme Court ruling that struck down a local sales tax measure (Santa Clara County's) because it had not received two-thirds voter approval (the *Guardino* decision). While Alameda and Santa Clara counties were able to extend their sales tax measures in 2000, most areas in California have not been so lucky. In November, five California counties sought to levy sales taxes for transportation purposes, and only one succeeded (Riverside). In one of the more glaring cases, an education bond measure passed in Solano County (since it required only a 55 percent favorable vote), even though it received fewer votes than the transportation sales tax measure that failed.

Also compromised by the supermajority requirement is MTC's ability to seek voter approval for a regional fuel tax measure. Any proposal to lower the supermajority requirement for transportation must apply to all local transportation taxes, not just county sales tax proposals.



## TCRP Projects in the MTC Region — Estimated Funding and Cash Flow Needs

### Summary

ID #	County/ Region	Sponsor/ Mode	Project Name	Description	TCRP Statutory Amount	Approved TCRP Allocations	Expenditures (Reimbursements)	Estimated Cash-Flow Needs Based on Approved Allocations			Total Estimated Need
								Fiscal Year 2002–03	Fiscal Year 2003–04	July 2004– Beyond	
1 & 2	REG	BART-VTA/ Transit	BART to San Jose	BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda counties.	\$760,000,000	\$99,115,000	\$3,062,051	\$67,770,449	\$28,282,500	\$ 0	\$756,937,949
3	SCL	VTA/ State Hwy	U.S. 101 — widen from 4 to 8 lanes	U.S. 101; widen freeway from four to eight lanes south of San Jose, Bernal Road to Burnett Avenue in Santa Clara County.	25,000,000	25,000,000	3,296,606	16,442,394	5,261,000	0	21,703,394
4	ALA	Alameda Co. CMA/ State Hwy	I-680 — NB HOV lane over Sunol Grade	I-680; add northbound HOV lane over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda counties.	60,000,000	2,000,000	288,464	555,252	943,501	212,783	59,711,536
5	SCL	VTA/ State Hwy	U.S. 101 — add NB lane through San Jose	U.S. 101; add northbound lane to freeway through San Jose, Route 87 to Trimble Road in Santa Clara County.	5,000,000	5,000,000	4,346,000	654,000	0	0	654,000
6	SCL	Caltrans/ State Hwy	Rt. 262 investment study for freeway	Route 262; major investment study for cross connector freeway, I-680 to I-880 near Warm Springs in Santa Clara County.	1,000,000	1,000,000	470,688	529,312	0	0	529,312
7	SCL	VTA/ Transit	Expand Caltrain service to Gilroy	Caltrain; expand service to Gilroy; improve parking, stations, and platforms along UPRR line in Santa Clara County.	55,000,000	22,000,000	0	12,000,000	10,000,000	0	55,000,000
8	SCL	VTA/ State Hwy	I-880 — reconstruct Coleman Ave I/C	I-880; reconstruct Coleman Avenue interchange near San Jose Airport in Santa Clara County.	5,000,000	5,000,000	4,474,612	525,388	0	0	525,388
9	REG	CCJPA/ Transit	Capitol Corridor Intercity Rail	Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara counties.	25,000,000	22,075,000	600,000	15,650,000	5,825,000	0	24,400,000
10	REG	MTC/ Transit	Regional Express Bus	Regional Express Bus; acquire low-emission buses for new express service on HOV lanes regionwide, in nine counties.	40,000,000	40,000,000	4,810,000	31,375,000	3,815,000	0	35,190,000
11	REG	MTC/ Transit	2000 San Francisco Bay Crossings Study	San Francisco Bay southern crossing; complete feasibility and financial studies for new San Francisco Bay crossing (new bridge, HOV/transit bridge or second BART tube) in Alameda, SF or SM counties.	5,000,000	5,000,000	2,555,002	1,229,998	900,000	315,000	2,444,998
12	CC	CC County TA/Transit	Bay Area Transit Connectivity Study	Bay Area connectivity; complete studies of, and fund related improvements for, the I-580 Livermore corridor; West Contra Costa County and Route 4 corridors in Alameda and Contra Costa counties.	17,000,000	4,400,000	2,873,884	1,315,338	210,778	0	14,126,116

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ID #	County/ Region	Sponsor/ Mode	Project Name	Description	TCRP Statutory Amount	Approved TCRP Allocations	Expenditures (Reimbursements)	Estimated Cash-Flow Needs Based on Approved Allocations			Total Estimated Need
								Fiscal Year 2002-03	Fiscal Year 2003-04	July 2004- Beyond	
13	REG	Caltrain/ Transit	Caltrain express and upgrades	Caltrain Peninsula Corridor; acquire rolling stock, add passing tracks, and construct pedestrian access struc- ture at stations between San Francisco and San Jose in San Francisco, San Mateo, and Santa Clara counties.	\$127,000,000	\$127,000,000	\$48,428,668	\$43,690,980	\$34,880,352	\$ 0	\$78,571,332
14	SCL	TAMC/ Transit	Caltrain extension to Salinas in Monterey	Caltrain extension to Salinas in Monterey County.	20,000,000	1,000,000	180,644	573,550	245,806	0	19,819,356
15	ALA	Caltrans/ State Hwy	Rt 24 Caldecot Tunnel — 4th bore	Route 24; Caldecott Tunnel; add fourth bore tunnel with additional lanes in Alameda and Contra Costa counties.	20,000,000	15,000,000	2,032,448	3,026,136	4,034,848	5,906,569	17,967,552
16	CC	CC County TA/State Hwy	Rt 4 — widen to 8 lanes, RR to Loveridge	Route 4; construct one or more phases of improve- ments to widen freeway to eight lanes from Railroad through Loveridge Road, including two high-occupancy- vehicle lanes, and to six or more lanes from east of Loveridge Road through Hillcrest.	39,000,000	25,000,000	22,028,465	2,011,830	959,705	0	16,971,535
17	MRN	Caltrans/ State Hwy	U.S. 101 — reversible HOV lane	U.S. 101; add reversible HOV lane through San Rafael, Sir Francis Drake Boulevard to North San Pedro Road in Marin County.	15,000,000	2,751,000	277,594	1,091,420	1,381,986	0	14,722,406
18	REG	Caltrans/ State Hwy	U.S. 101 widen to 6 lanes Novato to Petaluma	U.S. 101; widen eight miles of freeway to six lanes, Novato to Petaluma (Novato Narrows) in Marin and Sonoma counties.	21,000,000	5,600,000	735,360	1,348,614	1,798,152	1,717,874	20,264,640
19	REG	BAWTA/ Transit	Water Transit System — start at Treasure Island	Bay Area Water Transit Authority; establish a regional water transit system beginning with Treasure Island in the City and County of San Francisco.	2,000,000	150,000	0	95,070	54,930	0	2,000,000
20	SF	Muni/ Transit	Muni Metro Central Subway to Chinatown	San Francisco Muni Third Street Light Rail; extend Third Street line to Chinatown (tunnel) in the City and County of San Francisco.	140,000,000	140,000,000	0	66,227,567	64,772,433	9,000,000	140,000,000
21	SF	Muni/ Transit	Muni Ocean Ave. light rail	San Francisco Muni Ocean Avenue light rail; recon- struct Ocean Avenue light-rail line to Route 1 near San Francisco State University, in the City and County of San Francisco.	7,000,000	7,000,000	5,093,834	1,906,166	0	0	1,906,166
22	SF	SF City & Co./ State Hwy	Doyle Dr. reconstruction environmental study	U.S. 101; environmental study for reconstruction of Doyle Drive, from Lombard St./Richardson Avenue to Route 1 interchange in City and County of San Francisco.	15,000,000	3,000,000	0	1,155,492	1,540,656	303,852	15,000,000
23	SM	SM Co TA/ Transit	Caltrain grade separations	Caltrain Peninsula Corridor; complete grade separa- tions at Poplar Avenue (Burlingame), 25th Avenue (San Mateo), and Linden Avenue (South San Francisco) in San Mateo County.	15,000,000	1,000,000	0	750,000	250,000	0	15,000,000
24	SOL	Vallejo/ Transit	Vallejo Baylink Ferryboat	Vallejo Baylink Ferry; acquire low-emission ferryboats to expand Baylink Vallejo-San Francisco service in Solano County.	5,000,000	5,000,000	27,367	1,579,479	3,393,154	0	4,972,633

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ID #	County/ Region	Sponsor/ Mode	Project Name	Description	TCRP Statutory Amount	Approved TCRP Allocations	Expenditures (Reimbursements)	Estimated Cash-Flow Needs Based on Approved Allocations			Total Estimated Need
								Fiscal Year 2002-03	Fiscal Year 2003-04	July 2004- Beyond	
25	SOL	Solano Co TA/State Hwy	I-80/680/Rt. 12 inter- change in Fairfield	I-80/I-680/Route 12 interchange in Fairfield in Solano County; 12 interchange complex in seven stages (Stage 1).	\$13,000,000	\$13,000,000	\$1,008,643	\$2,522,200	\$3,461,480	\$6,007,677	\$11,991,357
26	REG	Alameda Co CMA/Transit	ACE Commuter Rail	ACE Commuter Rail; add siding on UPRR line in Livermore Valley in Alameda County.	1,000,000	0	0	0	0	0	1,000,000
27	ALA	Alameda Co CMA/Local Rd	Vasco Rd safety/transit enhancements	Vasco Road safety and transit enhancement project in Alameda and Contra Costa counties.	11,000,000	2,460,407	658,653	1,776,754	25,000	0	10,341,347
28	CC	BART/Transit	Richmond BART parking structure	Parking structure at transit village at Richmond BART station in Contra Costa County.	5,000,000	680,000	0	680,000	0	0	5,000,000
29	ALA	AC Transit/ Transit	AC Transit fuel cell buses	AC Transit; buy two fuel cell buses and fueling facility for demonstration project in Alameda and Contra Costa counties.	8,000,000	8,000,000	0	3,385,580	4,614,420	0	8,000,000
30	MRN	SMART/ Transit	Rail service — Cloverdale to San Rafael	Implementation of commuter rail passenger service from Cloverdale south to San Rafael and Larkspur in Marin and Sonoma counties.	37,000,000	7,700,000	1,332,903	2,196,270	3,700,000	470,827	35,667,097
31	ALA	Alameda Co CMA/State Hwy	I-580 — eastbound & westbound HOV lanes	I-580; construct eastbound and westbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road in Alameda County.	25,000,000	7,000,000	885,978	2,463,851	3,285,134	365,037	24,114,022
127	SCL	San Jose/ State Hwy	Rt 85/Rt 87 interchange completion	Route 85/Route 87; interchange completion; addition of two direct connectors for southbound Route 85 to northbound Route 87 and southbound Route 87 to northbound Route 85.	3,500,000	3,500,000	3,033,732	466,268	0	0	466,268
139	SF	BART/ Transit	Balboa Park BART station	Balboa Park BART station; phase I expansion.	6,000,000	6,000,000	859,376	1,273,175	1,958,037	1,909,412	5,140,624
141	ALA	Union City/ Transit	Ped bridge over Union Pacific Rail lines	Union City; pedestrian bridge over Union Pacific rail lines.	2,000,000	120,000	120,000	0	0	0	1,880,000
144	REG	GGHTD/ State Hwy	Seismic retrofit Golden Gate Bridge	Seismic retrofit of the national landmark Golden Gate Bridge.	5,000,000	5,000,000	5,000,000	TCRP Funds Fully Expended and Reimbursed			
156	REG	BART/ Transit	Seismic retrofit for BART system	Seismic retrofit and core segment improvements for the Bay Area Rapid Transit system.	20,000,000	8,470,000	0	3,755,172	4,714,828	0	20,000,000
157	NAP	Caltrans/ State Hwy	Rt 12 — congestion relief	Route 12; congestion relief improvements from Route 29 to I-80 through Jameson Canyon.	7,000,000	4,100,000	1,280,582	781,725	1,042,300	995,393	5,719,418
159	SON	Caltrans/ State Hwy	U.S. 101 Steele Lane I/C design & construction	U.S. 101; redesign and construction of Steele Lane interchange.	6,000,000	0	0	0	0	0	6,000,000
<b>REGIONAL TOTALS for all 38 TCRP Projects:</b>					<b>\$1,573,500,000</b>	<b>\$629,121,407</b>	<b>\$119,761,554</b>	<b>\$286,866,480</b>	<b>\$195,288,948</b>	<b>\$27,204,424</b>	<b>\$1,453,738,446</b>
<b>TCRP Unallocated Funds at Risk:</b>					<b>\$944,378,593</b>			<b>Cash Flow at Risk: \$509,359,852</b>			

## Governor's December 2002 Proposed Funding Cuts: Summary of Local Impacts in San Francisco Bay Area

Summary	FY 2002–03	FY 2003–04
Streets and Roads	\$17,820,725	\$29,146,785
State Transit Assistance (STA)	see below	\$14,362,731
<b>Total Proposed Local Loss to Bay Area</b>	<b>\$17,820,725</b>	<b>\$43,509,516</b>

Summary of Funding Cuts for Cities and Counties for Streets and Roads	FY 2002–03	FY 2003–04
Share for County of Alameda	\$1,393,446	\$2,279,058
Total for Cities in Alameda County	\$2,126,565	\$3,478,116
Share for County of Contra Costa	\$1,101,741	\$1,801,958
Total for Cities in Contra Costa County	\$1,297,510	\$2,122,150
Share for County of Marin	\$386,432	\$632,032
Total for Cities in Marin County	\$287,283	\$469,867
Share for County of Napa	\$285,060	\$466,231
Total for Cities in Napa County	\$156,976	\$256,744
Share for County of San Francisco	\$777,619	\$1,271,839
Total for Cities in San Francisco County	\$1,258,889	\$2,058,982
Share for County of San Mateo	\$824,884	\$1,349,144
Total for Cities in San Mateo County	\$1,041,307	\$1,703,116
Share for County of Santa Clara	\$1,726,721	\$2,824,148
Total for Cities in Santa Clara County	\$2,571,459	\$4,205,764
Share for County of Solano	\$565,870	\$925,512
Total for Cities in Solano County	\$608,730	\$995,611
Share for County of Sonoma	\$951,334	\$1,555,960
Total for Cities in Sonoma County	\$500,455	\$818,521
<b>Total Loss for Cities and Counties</b>	<b>\$17,862,281</b>	<b>\$29,214,753</b>

State Transit Assistance (STA)	FY 2002–03	FY 2003–04
AC Transit	The STA increment promised through AB 2928 was deferred as part of FY 2001–02 State Budget Act.	\$1,149,825
BART		\$2,111,537
Caltrain		\$469,939
Golden Gate Transit		\$459,140
SamTrans		\$382,588
San Francisco Muni		\$4,029,856
Santa Clara VTA		\$1,668,846
CCCTA (County Connection)		\$63,428
Other Transit Agencies/Programs <sup>1</sup>		\$4,027,572
<b>Total State Transit Assistance Loss</b>		<b>\$14,362,731</b>

<sup>1</sup> Includes State Transit Assistance funds for LAVTA, Union City, Tri Delta, WestCAT, County of Sonoma, and cities of Benicia, Cloverdale, Dixon, Fairfield, Healdsburg, Napa, Santa Rosa, Vallejo, and Yountville, and population-based funds for regional express bus service

# MTC's Ongoing Commitment to Serve Bay Area Residents

## MTC Resolution 3434 (p. 15)

- Resolution 3434 embodies a remarkable consensus in the Bay Area to effectively focus advocacy in both Sacramento and Washington, D.C., to deliver the next generation of rail and rapid bus expansion projects.

## Public Participation (p. 16)

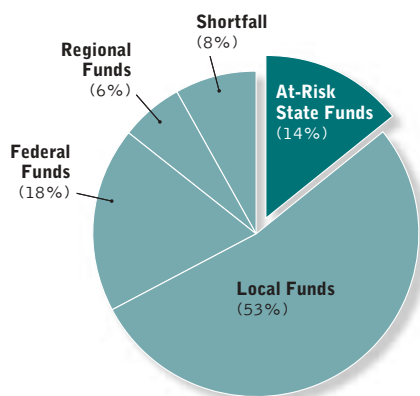
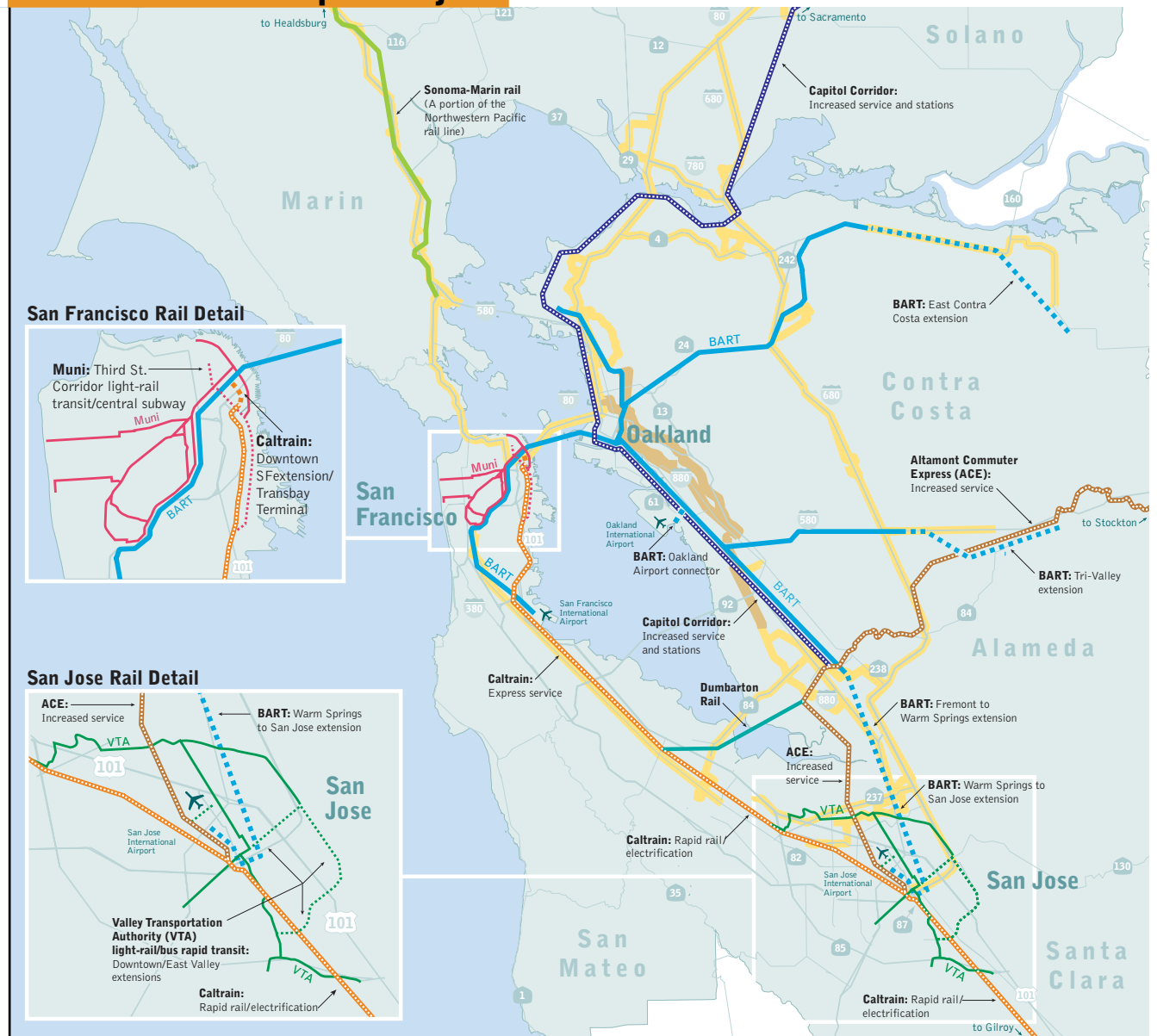
- Public participation and working collaboratively are top priorities at MTC. Two key methods for opening up the decision-making process are through public outreach and involvement in MTC's long-range planning blueprint and through citizen advisory committees.

## Bay Area Partnership: Delivering Services and Connecting Communities (p. 17)

- MTC and its partners provide a range of programs targeted at reducing congestion and improving transit coordination and community planning.



## Resolution 3434: Map of Projects



**Total:** \$10.5 billion (2001 \$)

**Federal Funds** \$1.94 billion

**Local Funds** \$5.6 billion

**State Funds** \$1.5 billion  
(TCRP Funds \$1.1 billion)

**Regional Funds** \$658 million

**Shortfall** \$855 million

### Legend

- ACE / service upgrade
- Amtrak Capitols / service upgrade
- BART — existing
- BART extension
- Caltrain / service upgrade
- Caltrain extension
- Express bus route
- AC Transit rapid bus
- Muni light rail — existing
- Muni light-rail extension
- Sonoma-Marín rail
- VTA light rail — existing
- VTA light-rail extension



# Resolution 3434: The Bay Area's Vision for Transit Expansion

*MTC's Regional Transit Expansion Program, adopted on Dec. 19, 2001, as Resolution 3434, follows in the footsteps of its predecessor, Resolution 1876, which unified Bay Area support for the extension and improvement of five key rail lines.*

Resolution 3434 identifies nine new rail extensions, significant service expansions to existing rail lines and a comprehensive regional bus program, plus eight enhancement programs to existing rail and bus corridors. When fully implemented, this next generation of transit expansion projects, mapped on the opposite page, will:

- Provide 140 new route miles of rail
- Provide 600 new route miles of express bus service
- Achieve a 58 percent average increase in service levels for existing transit corridors
- Serve 38.6 million new riders per year
- Make key transit network connections between southern Alameda County and the Silicon Valley, provide a new southern transbay link, enhance the Bay Area's central transit hub in San Francisco, and extend the reach of rail to the North Bay and the outer East Bay.



# Public Participation

*MTC places a very high priority on an effective and thorough public involvement process that reflects the diversity of the Bay Area. In 2001, MTC concluded a yearlong reevaluation of public outreach and involvement activities that touched on nearly every facet of the agency. This effort culminated in the most extensive public outreach effort in MTC history as the 2001 Regional Transportation Plan was developed.*

Work is now under way for an extensive outreach and involvement process to inform the upcoming debate on the 2004 update to MTC's long-range transportation plan, which will seek consensus on a range of topics, including:

- Integrating “smart growth” principles;
- How best to spend new revenues available under the voter-approved Proposition 42 (March 2002 ballot), as well as the consequences of the governor's proposed suspension of Proposition 42;
- Extending local transportation sales tax measures expected to appear on the ballot over the next two years in San Francisco, Contra Costa, Marin, San Mateo and Solano counties, as well as a new Sonoma-Marina Area Rail Transit sales tax proposal;
- Options for spending new revenue that might be raised under a regional fuel tax proposal or under legislation expected in 2003 for a toll increase on state-owned bridges in the Bay Area; and
- In the absence of additional funding and depressed sales tax revenue in the local economy, the impact of continued Bay Area transit service cuts, particularly for those dependent upon public transit.



Christopher Springmann

## ■ Advisory Committees

For over 25 years, MTC has been a leader in seeking the views of citizen advisory committees. A list of these committees is included on page 45. In 2002, MTC reviewed the structure and respective missions of its advisory groups, and made some changes designed to promote greater dialog and interchange. A major recruitment is now under way to fill a number of newly created or vacant positions.

# Bay Area Partnership: Delivering Services And Connecting Communities

*MTC and its transportation partners provide a number of programs targeted at reducing congestion, improving traveler information and increasing access for all Bay Area travelers. MTC also works with local jurisdictions to better maintain local streets and roads as well as assist with projects that smooth the flow of traffic. Here is an update on these operational and community-based programs.*

## Bay Area Partnership

### Who Is the Bay Area Partnership?

The Bay Area Partnership Board consists of the top managers from the public agencies responsible for moving people and goods in the San Francisco Bay Area, as well as for protecting the region's environment. Since its inception in January 1992, the Partnership has functioned as an institution without walls, thriving on mutual interest and cooperation. (See roster on page 44.)

## Targeting Congestion

### Freeway Service Patrol

The Bay Area Freeway Service Patrol (FSP) is a special team of 74 trucks that continuously patrol more than 400 miles of the Bay Area's most congested freeways. More than 116,000 assists were provided in 2001. The tow trucks are financed with federal, state and local moneys. Local funds come from the MTC Service Authority for Freeways and Expressways (SAFE), which is financed by a \$1 annual vehicle registration fee in participating counties.



George Draper

### The Public Speaks

Motorists regularly praise the FSP program, as evidenced by this small sampling of recent comments:

*"There are not enough superlatives in the dictionary to describe the FSP. I had been totally unaware of its existence until I suddenly found myself on the freeway shoulder laboriously struggling to change a tire. ...I thought it was just a fluke that a tow truck stopped to see if he could do anything. As I began to learn more about the FSP, I became increasingly astonished that the state of California provides such a worthy and well-needed service."*

— (10/1/02, via e-mail)

*"I had a flat tire this morning on 680. I had the benefit of using your service. I think this concept is fabulous. The driver was very professional and helpful. What a great idea! Thanks!"*

— (10/11/02, via voicemail)

*"I was driving my granddaughter to school in Oakland on Highway 580 westbound when my front tire blew out. We pulled over and walked back to a call box and, within one minute of my call, a Freeway Service Patrol truck arrived. The driver was courteous and efficient and stated that there was no charge for his service. I have never been so happy to know that my tax dollars are going toward such a wonderful service."*

— (10/24/02, via U.S. mail)





## Call Box Network

The call box program provides assistance to motorists in trouble, allowing them to report a road hazard, a flat tire or a mechanical breakdown. In partnership with the California Highway Patrol (CHP) and Caltrans, MTC operates over 3,500 call boxes on more than 1,100 miles of urban, suburban and rural highways and expressways in the nine counties. The boom in personal cell phone use, however, has led to a steep drop in calls made from the region's call boxes in recent years. In 2002, some 81,000 calls were received, down from 120,000 annual calls a decade earlier. In response to this decline, MTC is exploring removal of up to one-third of the boxes over the next five years. Funds will instead be used to upgrade the 10-year-old system to improve access for disabled motorists and for modernizing call boxes on toll bridges.



George Draper

## Improving Traveler Access and Information



### Bay Area Traveler Information as Easy as 5-1-1

MTC in December 2002 launched a voice-activated traveler information service to provide up-to-the-minute, on-demand information for drivers, transit riders, carpoolers and bicyclists throughout the Bay Area. Callers can use the easy-to-remember, toll-free 511 number to get the most current reports on road conditions and traffic incidents for the routes they travel, as well as fare and schedule information from nearly three dozen Bay Area transit operators, 20 operators of paratransit services for elderly or disabled riders, and nine transit agencies in counties adjacent to the Bay Area. Information also is available online at [www.511.org](http://www.511.org).



*Caltrans' Transportation Management Center in Oakland, "command central" for 511*

The Bay Area is the largest metropolitan area in the country, and the first in California, to activate 511. The Bay Area 511 system was developed through a partnership between MTC, Caltrans, the CHP, dozens of transit and paratransit operators, and RIDES for Bay Area Commuters Inc. — which supplies carpooling, vanpooling, bicycling and other commute option information, including information about transportation to airports.

Much of the 511 system's traffic information is derived from CHP reports, allowing 511 to tell drivers about an incident almost immediately.

## TakeTransit<sup>SM</sup>

MTC's popular TakeTransit<sup>SM</sup> online transit trip-planning and information service — which is accessed by more than a half million computers and generates more than 135,000 trip itineraries each month — is being expanded to cover all Bay Area transit operators and will migrate to the 511.org Web site from its current site — [www.transitinfo.org](http://www.transitinfo.org) — in early 2003.

## Regional Ridesharing

MTC promotes and facilitates carpooling as a commute alternative. Through a contract with MTC, RIDES for Bay Area Commuters uses an automated ridematching system to produce matchlists and assist commuters in forming carpools and vanpools. Later this year, this service will be provided directly to commuters over the Internet. Although RIDES surveys show that driving alone continues to be the dominant form of commute transportation in the Bay Area — with 69 percent of commuters driving to work by themselves — carpooling is the next most commonly used mode, with 17 percent of commuters choosing to share a ride.

## TransLink<sup>®</sup>

Some 3,500 TransLink<sup>®</sup> universal transit-fare cards are now being used on Bay Area transit systems. A cornerstone of MTC's efforts to stitch together the region's nearly two dozen transit systems into a seamless, passenger-friendly network, the pioneering TransLink<sup>®</sup> initiative established a number of "firsts" for the U.S. transit industry, including the first advanced microprocessor "smart card" that can be used on multiple transit services. The distinctive green TransLink<sup>®</sup> cards:

- Achieve the goal of transit coordination
- Increase customer convenience
- Eliminate passengers' need for exact change and/or multiple transit passes
- Automatically grant transfers and discounts
- Improve service planning, marketing and financial accounting
- Allow faster boarding
- Reduce cash handling.

MTC's six-month test of the TransLink<sup>®</sup> system proved very successful and all six operators in the pilot program — AC Transit, BART, Caltrain, Golden Gate Transit, San Francisco Muni and Santa Clara County's Valley Transportation Authority — have agreed to keep accepting TransLink<sup>®</sup> cards. On the Golden Gate Ferry system, where TransLink<sup>®</sup> equipment already has been installed in each terminal, TransLink<sup>®</sup> cardholders now account for 10 percent of all riders. Each of the agencies' boards is



*TransLink<sup>®</sup> universal fare card (actual size)*



expected to vote this spring on full rollout of the TransLink® system throughout their route and station networks. Smaller transit operators are expected to join the TransLink® system in the coming months as well.

An MTC-commissioned evaluation of the TransLink® demonstration shows that:

- Cardholders' biggest complaint by far is that TransLink® is not yet available on every route and in every station
- Nine out of 10 cardholders are satisfied with TransLink®
- 34 of 35 focus group cardholders recommend regionwide implementation
- One-third of cards are used for inter-operator trips
- Passengers and transit agencies alike found the accounting to be accurate, with 99.9 percent of all transactions settled automatically.

## ■ Increasing Access to Transportation Options

### Welfare to Work and Transportation

In 2001, MTC adopted a Regional Welfare to Work Plan, based on the recommendations of a series of county transportation plans focusing on barriers faced by low-income people transitioning from public assistance to employment. While the plans' focus was on transportation concerns generated by welfare-reform legislation, the resulting strategies are relevant to the transportation needs of low-income people generally. Examples of strategies emerging from MTC's plan include improvements in public transit services, rideshare activities and non-transit options, such as low-interest car loans or car-sharing programs.

### LIFT Program Expands Low-Income Residents' Transportation Options

MTC created its LIFT (Low-Income Flexible Transportation) program in 2000 to fund transportation projects in countywide and regional welfare-to-work plans. To date, 26 projects have been funded by leveraging a combination of federal, state and local transportation and social services funds. MTC is advocating for a \$2 million federal Job Access and Reverse Commute (JARC) program earmark in 2002–03.

### Lifeline Transportation Network and Community Transportation Plans

The Commission also has conducted a comprehensive assessment of the region's public transit system that identifies a Lifeline Transportation Network and the gaps in that network affecting low-income communities. Working in partnership with county congestion management agencies, MTC is providing financial support for community transportation plans in low-income communities in the region. These plans will be used to validate and modify, if necessary, the results of the Lifeline analysis, as well as identify the most effective solutions for filling any gaps. A key unresolved issue is the dramatic levels of service cuts now being considered by many Bay Area transit operators, as well as the recent and proposed cuts to State Transit Assistance. The impact of the anticipated service cuts on low-income and transit-dependent communities will need to be considered by operators and the Bay Area transportation community as a whole as the region responds to dramatically reduced transportation revenues.

## Transportation Affordability and Student Bus Pass Pilot Program

Another offshoot of MTC's Regional Welfare to Work Plan is a project to collaborate with transportation providers, social services agencies, schools, employers and other organizations to identify and address barriers associated with the costs of transportation for low-income persons.

In one such initiative, MTC is supporting a pilot program to evaluate the impact of free transit passes on low-income students' attendance at school and after-school activities. The program includes two components: implementation and evaluation of a two-year demonstration project in a portion of the AC Transit service area, and evaluation of reduced-fare programs already adopted by other transit agencies in the Bay Area and elsewhere.

## Older Adults Transportation Study

In an attempt to identify ways to maintain and improve travel options for older adults in the Bay Area, MTC conducted an Older Adults Transportation Study. Anticipating the rapid growth of the senior population, this effort identifies the barriers that limit mobility of senior citizens, especially obstacles that prevent older adults from taking full advantage of public transportation and other alternatives to driving. Further, it recommends actions to address barriers that can be taken by all types of organizations, including cities, counties, transit agencies, community organizations, state and federal agencies, and private citizens.

## ■ Improving Safety and Maintenance of Local Streets and Roads

### Pavement Management System

MTC's Pavement Management System (PMS) provides computer software and technical assistance to help cities and counties extend the life of pavement and thus stretch local budgets further. Today, MTC's PMS program is used by 103 cities and counties in the Bay Area. The program also is used outside the region in Southern California and in 11 states and one province beyond California's borders.

This program has been essential in identifying the extent of local street maintenance needs and the shortfalls in funding to address them. While MTC's most recent *Regional Transportation Plan* (RTP) dedicates 14 percent of available revenues over the next 25 years to operation and maintenance of the region's road system, significant shortfalls remain. MTC's legislative program advocates additional funding for repair of the region's roadway network (see page 1).



*California drivers spend an estimated \$354 per year in added costs because of poorly maintained roadways.*

### Traffic Engineering Technical Assistance Program (TETAP)

This MTC program provides consultant expertise for local governments that do not have the in-house staff to properly maintain and operate their traffic signal network. Since the program's inception in 1993, MTC has provided over 170 TETAP grants to more than 65 jurisdictions, the majority with populations under 65,000. Funded with federal highway moneys, the TETAP program has allocated approximately \$1.3 million to Bay Area counties since 1997.

## ■ Transportation for Livable Communities

Streetscape improvements and transit-, pedestrian- and bicycle-oriented developments bring new vibrancy to downtowns, commercial cores and urban neighborhoods by making them places people want to live in and visit. MTC's Transportation for Livable Communities (TLC) program integrates transportation and land-use planning by providing direct financial incentives for cities and counties to support development and redevelopment projects that encourage pedestrian, transit and/or bicycle trips in downtown areas and regional activity centers.

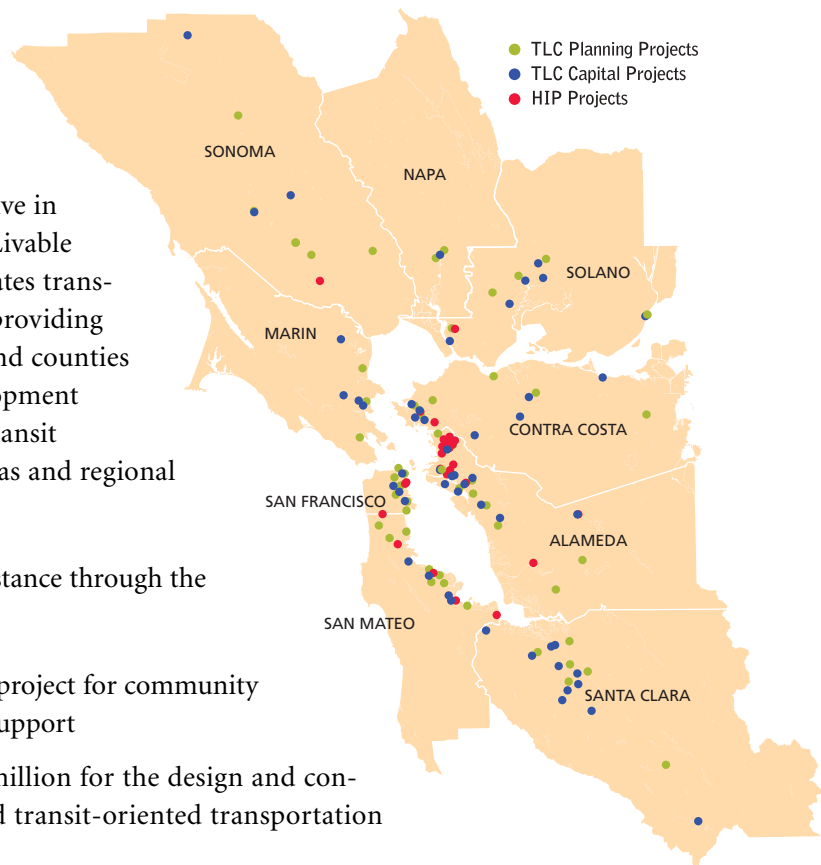
MTC offers two kinds of funding assistance through the TLC program:

- Planning grants up to \$75,000 per project for community planning and technical assistance support
- Capital grants of \$150,000 to \$2 million for the design and construction of pedestrian-, bike- and transit-oriented transportation projects.

Since the TLC program's inception in 1998, MTC has allocated over \$1.8 million for 51 planning projects, and committed more than \$54 million for 47 TLC capital projects and 31 Housing Incentive Program developments. Each of these projects represents not only a unique partnership between MTC, local jurisdictions, community organizations, transportation service providers and public and private development firms, but a "success story" to which other areas might look as a model for effective transportation and land-use integration.

### Housing Incentive Program (HIP)

In November of 2000, MTC inaugurated a Housing Incentive Program to encourage the creation of housing adjacent to existing transit facilities. Based on a similar program developed in San Mateo County, HIP offers seed money to local jurisdictions that provide new housing in the vicinity of public transit hubs. MTC allocated \$9 million in capital grant money for the first round of projects in 2001. MTC's legislative program seeks to preserve federal funding to deliver on this commitment (see page 4). Eligible transportation-related improvements that can be funded with the HIP award include streetscapes, transit villages, bicycle facilities and pedestrian plazas. The local jurisdiction may determine where HIP funds should be spent but the transportation project funded through HIP must be consistent with the goals of MTC's TLC program.



## ■ Bay Area Smart Growth Strategy

MTC and the Association of Bay Area Governments (ABAG) — in conjunction with the Bay Area Air Quality Management District, the Bay Conservation and Development Commission, the Regional Water Quality Control Board and a public/private coalition known as the Bay Area Alliance for Sustainable Development — in October 2002 released the final report on their recommendations for curbing sprawl and promoting “smarter,” more compact growth between now and 2020.

Through a highly inclusive public outreach effort that began in 1999, the Smart Growth Strategy/ Regional Livability Footprint identified three separate smart growth alternatives: Central Cities, Network of Neighborhoods and Smarter Suburbs.

During spring 2002, in a second wave of public forums, participants winnowed the options down to one alternative for further refinement. The resulting vision for the Bay Area’s future shows a pattern of growth that roughly mirrors the Network of Neighborhoods alternative. This option focuses development in many of the same locations as the Central Cities alternative (San Francisco, Oakland and San Jose), but with densities that vary considerably from county to county. Additional compact, walkable mixed-use and mixed-income development would take place in other existing communities, along an expanded public transit network and on major corridors.

The ABAG Executive Board will consider adopting these alternative projections in early 2003. If adopted, they will become the backbone of MTC’s *2004 Regional Transportation Plan*, as well as the Air District’s clean air plans and other regional plans. The biggest challenge facing the Smart Growth Strategy/Regional Livability Footprint Project will be to enact the regulatory changes and fiscal incentives needed to make smart growth more than just a good idea.



# Projects and Programs By County

Alameda **26**

Contra Costa **28**

Marin **30**

Napa **32**

San Francisco **34**

San Mateo **36**

Santa Clara **38**

Solano **40**

Sonoma **42**

# Alameda County

## A Sampling of At-Risk State Transportation Improvement Program (STIP) Projects

- 1** AC Transit Berkeley/Oakland/San Leandro Corridor MIS Phase 2  
STIP Funds: \$2,700,000  
  
AC Transit Bus Acquisition  
STIP Funds: \$7,575,000 (*Not mapped*)  
  
AC Transit Districtwide Maintenance Facility Upgrade  
STIP Funds: \$3,705,000 (*Not mapped*)  
  
AC Transit Expansion of Satellite-Based Global Tracking Communication System  
STIP Funds: \$1,000,000 (*Not mapped*)
- 2** ACE Track Improvements  
STIP Funds: \$1,000,000
- 3** Amtrak New Oakland Maintenance Facility  
STIP Funds: \$10,000,000  
  
BART A/B Car Rehabilitation  
STIP Funds: \$6,995,000 (*Not mapped*)
- 4** BART Lake Merritt Channel Subway Repair  
STIP Funds: \$2,000,000
- 5** BART-Oakland Airport Connector  
STIP Funds: \$53,530,000
- 6** Capitol Corridor Centerville Station in Fremont  
STIP Funds: \$1,205,000
- 7** Emeryville Amtrak Station Intermodal Improvements  
STIP Funds: \$8,230,000
- 8** I-80 Sound Barrier near Berkeley Aquatic Park  
STIP Funds: \$2,986,000
- 9** I-580 Cloverleaf Interchange at Isabel Avenue  
STIP Funds: \$4,000,000
- 10** I-580 Livermore Westbound Noise Barrier  
STIP Funds: \$1,014,000
- 11** I-580 San Leandro Noise Barrier  
STIP Funds: \$6,280,000
- 12** I-680 Sunol Grade Northbound HOV Lane  
STIP Funds: \$47,800,000
- 13** I-680 Sunol Grade Soundwall  
STIP Funds: \$9,300,000
- 14** I-880 Access Improvements at 42nd/High Street  
STIP Funds: \$4,130,000
- 15** I-880 at I-980 – Broadway/Jackson Ramps  
STIP Funds: \$6,223,000

- 16** I-880 at Route 262 Interchange and HOV Lanes  
STIP Funds: \$10,000,000
- 17** LAVTA New Satellite Facility  
STIP Funds: \$4,000,000
- 18** Mandela Parkway Extension Widening and Turn Pockets  
STIP Funds: \$1,900,000
- 19** Route 24 Caldecott Tunnel – Fourth Bore  
STIP Funds: \$20,000,000
- 20** Route 84 – 4-lane Expressway on New Alignment  
STIP Funds: \$10,000,000
- 21** I-238 Northbound Widening  
STIP Funds: \$33,355,000
- 22** Tinker Ave. Extension and College of Alameda Transit Center  
STIP Funds: \$4,000,000
- 23** Union City Intermodal Station Phase 1  
STIP Funds: \$3,642,000
- 24** Vasco Road Safety Improvements – Phase 1  
STIP Funds: \$3,900,000
- 25** Washington and Paseo Padre Grade Separations in Fremont  
STIP Funds: \$34,428,000

## At-Risk Traffic Congestion Relief Program (TCRP) Projects

- 2000 San Francisco Bay Crossings Study  
TCRP Funds: \$5,000,000 (*Not mapped*)  
  
AC Transit Fuel Cell Buses  
TCRP Funds: \$8,000,000 (*Not mapped*)
- 26** ACE Commuter Rail Improvements in Livermore Valley  
TCRP Funds: \$1,000,000
- 27** BART Extension to San Jose  
TCRP Funds: \$760,000,000  
  
BART Seismic Retrofit  
TCRP Funds: \$20,000,000 (*Not mapped*)  
  
Bay Area Transit Connectivity Study (I-580 Livermore Corridor)  
TCRP Funds: \$17,000,000 (*Not mapped*)
- 28** Capitol Corridor Intercity Rail Improvements, Oakland to San Jose  
TCRP Funds: \$25,000,000
- 29** I-580 HOV Lanes in Livermore  
TCRP Funds: \$25,000,000
- 30** I-680 Northbound HOV Lane over Sunol Grade  
TCRP Funds: \$60,000,000

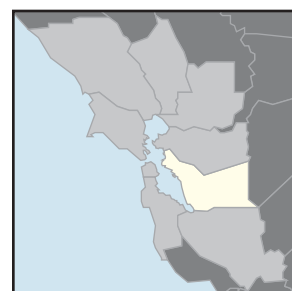
Low-Emission Buses for Regionwide HOV/Express Bus Service  
TCRP Funds: \$40,000,000  
(*Not mapped*)

- 31** Pedestrian Bridge over Union Pacific Railroad Lines  
TCRP Funds: \$2,000,000
- 32** Route 24 Caldecott Tunnel – Fourth Bore  
TCRP Funds: \$20,000,000
- 33** Vasco Road Safety/Transit Enhancements  
TCRP Funds: \$11,000,000

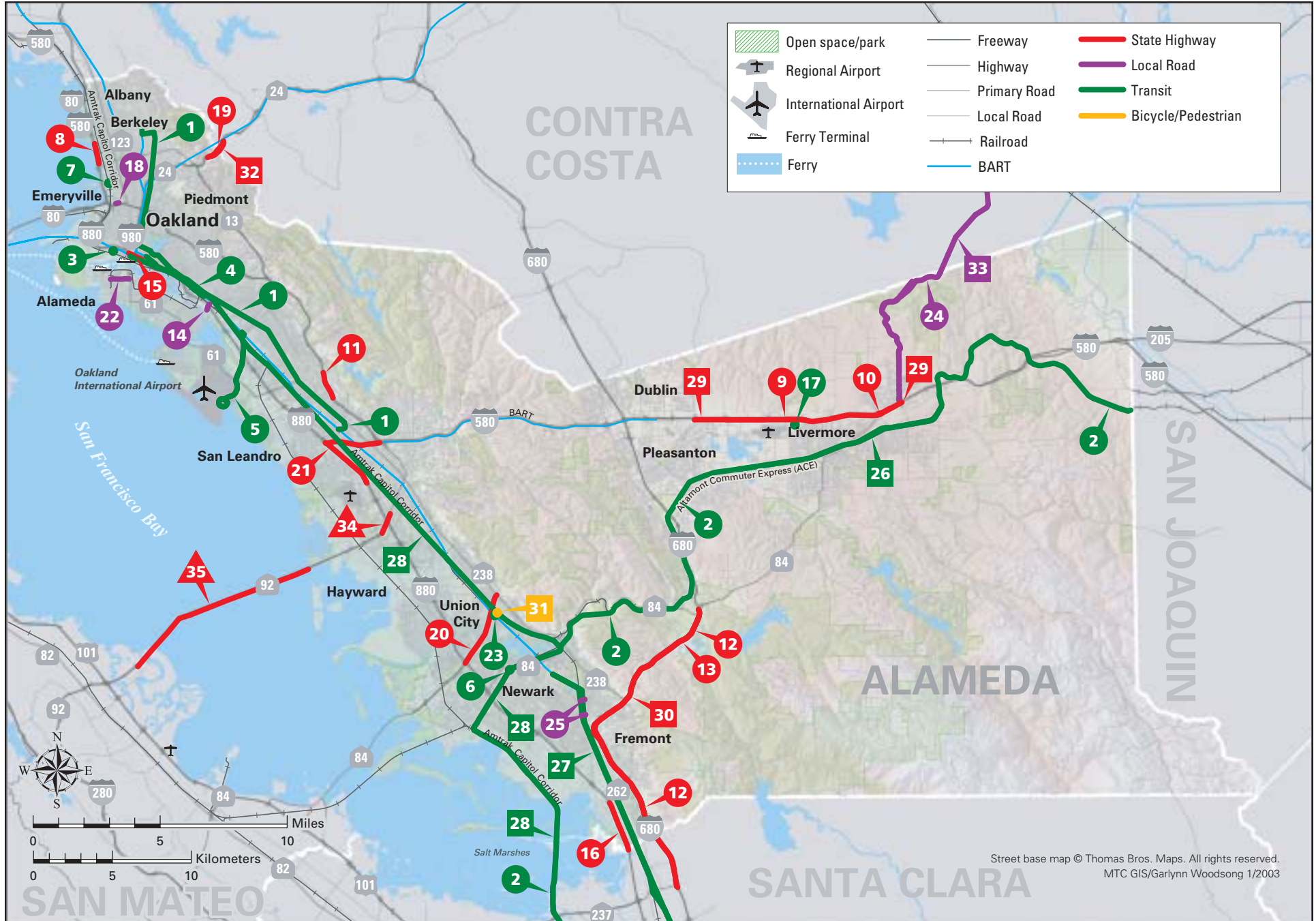
## Regional Measure 1 Projects

- 34** San Mateo-Hayward Bridge Route 92/Interstate 880 Interchange  
RM-1 Funds: \$150,021,000
- 35** San Mateo-Hayward Bridge Widening & Rehabilitation (*opened 2002*)  
RM-1 Funds: \$212,241,000

- Bike/Ped
- Local Road
- State Hwy
- Transit
- State Transportation Improvement Program (STIP) Project
- Traffic Congestion Relief Program (TCRP) Project
- ▲ Regional Measure 1 Project







# Contra Costa County

## A Sampling of At-Risk State Transportation Improvement Program (STIP) Projects

- 1** BART Pittsburg/Bay Point Station Terminal Automation System  
STIP Funds: \$1,500,000
- 2** BART Richmond Station Additional Parking  
STIP Funds: \$2,000,000
- 3** BART Station Bicycle Pavilions  
STIP Funds: \$450,000
- 4** BART Stations: Platform Edge Tiles  
STIP Funds: \$1,248,000
- 5** Bay Trail Through Martinez  
STIP Funds: \$300,000
- 6** Delta DeAnza Trail Gap Closure  
STIP Funds: \$311,000
- 7** Hercules – New Intercity Rail Station  
STIP Funds: \$3,000,000
- 8** I-680/Route 4 Interchange – Phase 1 (NB I-680 to WB SR 4)  
STIP Funds: \$5,500,000
- 9** I-680 Auxiliary Lane – Bollinger Canyon to Diablo  
STIP Funds: \$9,000,000
- 10** I-680 HOV Lane – North Main to Marina Vista  
STIP Funds: \$42,277,000
- 11** I-680/Alcosta Blvd. Interchange  
STIP Funds: \$3,500,000
- 12** I-80 Westbound HOV Gap Closure – Cummings Skyway to Route 4  
STIP Funds: \$36,300,000
- 13** Loveridge Rd. Storm Drain Improvement  
STIP Funds: \$3,500,000
- 14** Martinez Intermodal Station – Phase 3  
STIP Funds: \$2,000,000
- 15** Pittsburg/Bay Point Parking Expansion and Lighting Improvements  
STIP Funds: \$2,600,000
- 16** Pleasant Hill Road Pedestrian and Bicycle Improvements  
STIP Funds: \$1,436,000
- 17** Reliez Valley Road Pedestrian Path  
STIP Funds: \$210,000
- 18** Richmond Intermodal Station – Phase 3  
STIP Funds: \$4,100,000

- 19** Richmond Parkway Transit Center and Access Improvements  
STIP Funds: \$8,700,000

- 20** Route 24 Caldecott Tunnel – Fourth Bore  
STIP Funds: \$20,000,000

- 21** Route 4 East Widening from Loveridge to Somersville  
STIP Funds: \$30,000,000

- 22** Route 4 East Offramp Improvements at Hillcrest Ave.  
STIP Funds: \$2,500,000

- 23** Route 4 Gap Closure Phase 1, Segments 1 and 2  
STIP Funds: \$9,185,000

- 24** Route 4 Widening – Railroad Avenue to Loveridge Road  
STIP Funds: \$29,707,000

- 25** San Pablo Avenue Corridor Improvements  
STIP Funds: \$1,031,000

- 26** San Pablo Avenue SMART Corridor  
STIP Funds: \$1,500,000

- 27** San Pablo Corridor Transit System  
STIP Funds: \$1,000,000

- 28** Ygnacio Valley Road Widening  
STIP Funds: \$5,100,000

## At-Risk Traffic Congestion Relief Program (TCRP) Projects

AC Transit Fuel Cell Buses  
TCRP Funds: \$8,000,000  
(Not mapped)

BART Seismic Retrofit  
TCRP Funds: \$20,000,000  
(Not mapped)

Bay Area Transit Connectivity Study (West County and Route 4 Corridors)  
TCRP Funds: \$17,000,000  
(Not mapped)

Low-Emission Buses for Regionwide HOV/Express Bus Service  
TCRP Funds: \$40,000,000  
(Not mapped)

- 29** Richmond BART Transit Village Parking Structure  
TCRP Funds: \$5,000,000

- 30** Route 4 Widening – Railroad Avenue to Loveridge Road  
TCRP Funds: \$39,000,000

- 31** Vasco Road Safety/Transit Enhancements  
TCRP Funds: \$11,000,000

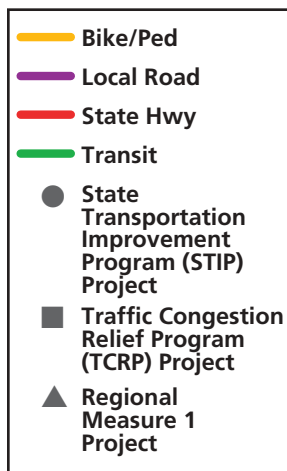
## Regional Measure 1 Toll Bridge Projects

- 32** Benicia/Martinez Bridge – New Bridge  
RM-1 Funds: \$585,964,648

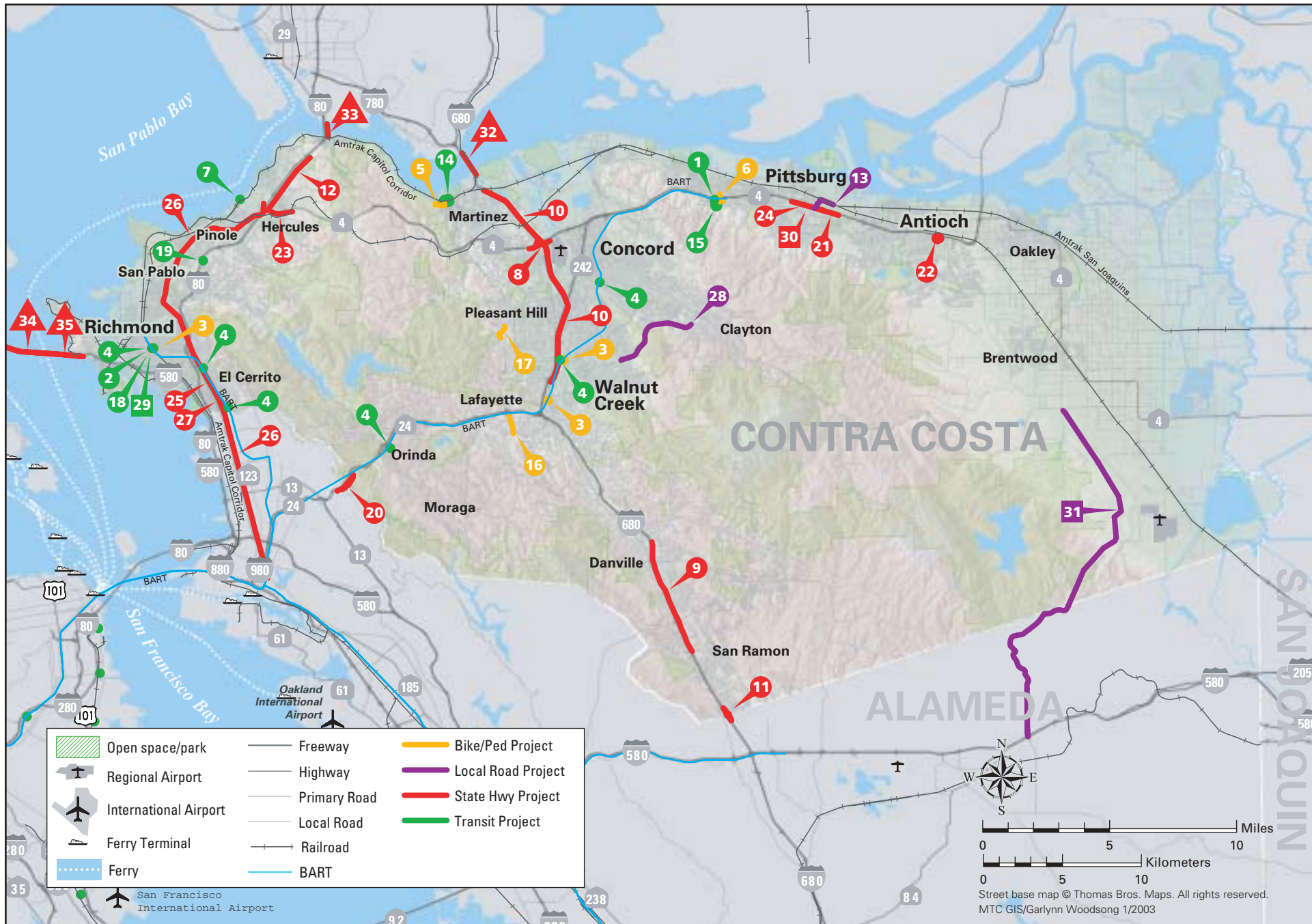
- 33** Carquinez Bridge – Replace 1927 Span  
RM-1 Funds: \$433,181,106

- 34** Richmond-San Rafael Bridge Deck Replacement  
RM-1 Funds: \$53,435,729

- 35** Richmond-San Rafael Bridge Seismic Retrofit  
RM-1 Funds: \$419,019,000







# Marin County

## A Sampling of At-Risk State Transportation Improvement Program (STIP) Projects

- 1** Belvedere – San Rafael Ave. Rehabilitation from City Limit to West Shore Drive  
STIP Funds: \$82,000
- 2** Corte Madera – Various Streets Pavement Rehabilitation  
STIP Funds: \$103,000  
  
Countywide Bicycle Signing and Striping – Initial Phase  
STIP Funds: \$151,000  
(Not mapped)
- 3** Fairfax – Various Streets Overlay and Drainage Improvements  
STIP Funds: \$133,000
- 4** Larkspur – Sir Francis Drake Blvd. Rehabilitation from U.S. Highway 101 to City Limit  
STIP Funds: \$163,000  
  
Marin County Transit – Bus Stop Improvements  
STIP Funds: \$89,000  
(Not mapped)  
  
Marin County Transit – IVR Paratransit Dispatch  
STIP Funds: \$400,000  
(Not mapped)
- 5** Marin Parklands Visitor Access Improvements  
STIP Funds: \$311,000
- 6** Mill Valley – Various Streets Rehabilitation  
STIP Funds: \$272,000
- 7** Novato – Grant Avenue Rehabilitation  
STIP Funds: \$630,000
- 8** Novato – Nave Gardens Area Pavement Repairs  
STIP Funds: \$494,000
- 9** Novato – Various Streets Overlay  
STIP Funds: \$660,000
- 10** Pine Terrace Multi-Use Path Improvements  
STIP Funds: \$90,000
- 11** Ross – Sir Francis Drake Blvd. Rehabilitation from Berry to Lagunitas  
STIP Funds: \$71,000

- 12** San Anselmo – Greenfield Avenue Rehabilitation  
STIP Funds: \$219,000
- 13** San Rafael – Various Streets Overlay  
STIP Funds: \$820,000
- 14** Sausalito – Bridgeway Rehabilitation from Princess to Johnson  
STIP Funds: \$131,000
- 15** Sausalito-Mill Valley Multi-Use Path Rehabilitation  
STIP Funds: \$151,000
- 16** Tiburon – Mar West Overlay from Esparanza Street to Tiburon Blvd.  
STIP Funds: \$144,000
- 17** U.S. Highway 101 HOV Lane Gap Closure  
STIP Funds: \$54,738,000
- 18** U.S. Highway 101 Novato Narrows Freeway Upgrade  
STIP Funds: \$21,000,000
- 19** Various Streets Overlay Countywide  
STIP Funds: \$1,866,000

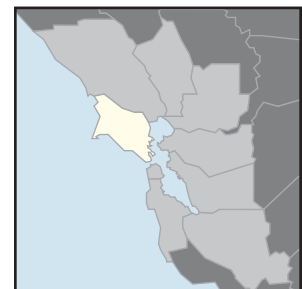
## At-Risk Traffic Congestion Relief Program (TCRP) Projects

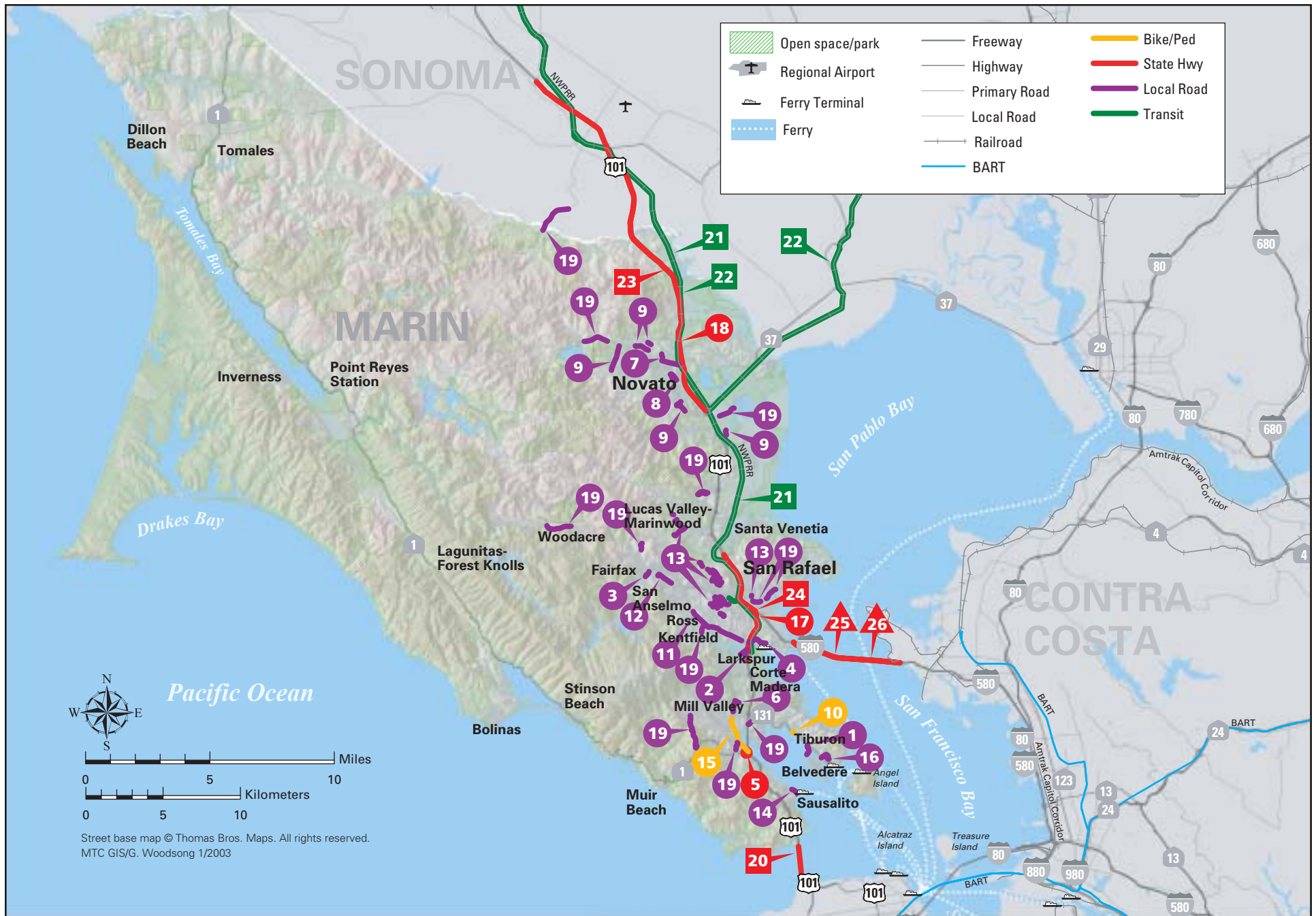
- 20** Golden Gate Bridge Seismic Retrofit, Phase 2  
TCRP Funds: \$5,000,000  
  
Low-Emission Buses for Regionwide HOV/Express Bus Service  
TCRP Funds: \$40,000,000  
(Not mapped)
- 21** New Commuter Rail Service – Cloverdale to San Rafael  
TCRP Funds: \$37,000,000
- 22** North Coast Railroad Track Repair and Upgrades  
TCRP Funds: \$60,000,000
- 23** U.S. Highway 101 Novato Narrows Freeway Upgrade  
TCRP Funds: \$21,000,000
- 24** U.S. Highway 101 Reversible HOV Lane in San Rafael  
TCRP Funds: \$15,000,000

## Regional Measure 1 Toll Bridge Projects

- 25** Richmond-San Rafael Bridge Deck Replacement  
RM-1 Funds: \$53,435,729
- 26** Richmond-San Rafael Bridge Seismic Retrofit  
RM-1 Funds: \$419,019,000

- Bike/Ped
- Local Road
- State Hwy
- Transit
- State Transportation Improvement Program (STIP) Project
- Traffic Congestion Relief Program (TCRP) Project
- ▲ Regional Measure 1 Project







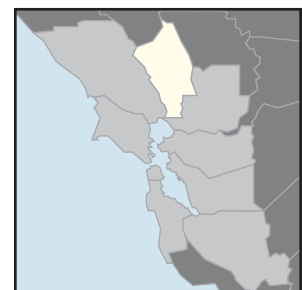
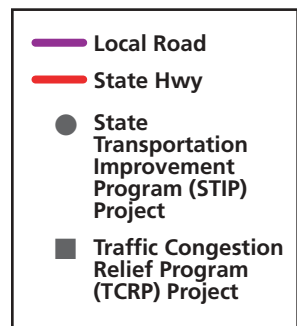
# Napa County

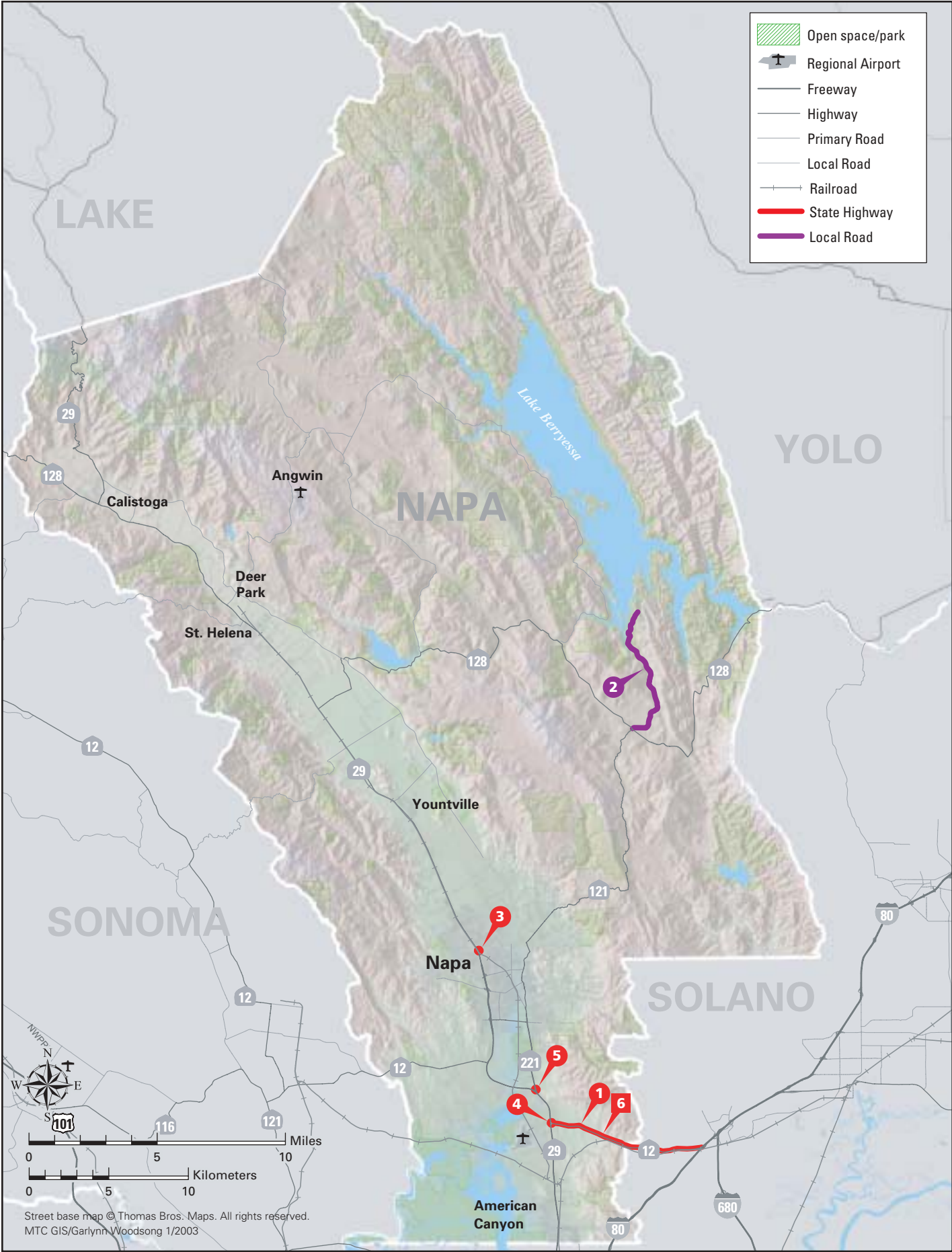
## A Sampling of At-Risk State Transportation Improvement Program (STIP) Projects

- 1 Jameson Canyon Road (Route 12) Widening**  
STIP Funds: \$4,000,000
- 2 Steele Canyon Road Resurfacing**  
STIP Funds: \$450,000
- 3 Route 29/Trancas Street Interchange Improvements**  
STIP Funds: \$640,000
- 4 Routes 12/29 Grade Separation**  
STIP Funds: \$1,500,000
- 5 Routes 12/29/121 Intersection Improvements**  
STIP Funds: \$2,100,000

## At-Risk Traffic Congestion Relief Program (TCRP) Projects

- 6 Jameson Canyon Road (Route 12) Widening**  
TCRP Funds: \$7,000,000
- Low-Emission Buses for Regionwide HOV/Express Bus Service  
TCRP Funds: \$40,000,000  
(Not mapped)







# City and County of San Francisco

## A Sampling of At-Risk State Transportation Improvement Program (STIP) Projects

- 1** 1401 Bryant Overhead Lines Building Seismic Rehabilitation  
STIP Funds: \$9,200,000
- 2** Addison & Digby Traffic Circle Safety Improvements  
STIP Funds: \$200,000  
  
Audible Pedestrian Signals & ADA Pushbuttons  
STIP Funds: \$335,000  
(Not mapped)
- 3** BART 16th St Mission Station Northeast Plaza Improvements  
STIP Funds: \$2,176,000
- 4** BART Downtown San Francisco Stations Talking Signs  
STIP Funds: \$1,080,000
- 5** BART Embarcadero and Montgomery Station Studies  
STIP Funds: \$500,000
- 6** BART San Francisco Stations Platform Edge Tiles Replacement  
STIP Funds: \$1,250,000
- 7** Caltrain Centralized Control System  
STIP Funds: \$21,223,000
- 8** Caltrain Downtown Extension EIR  
STIP Funds: \$66,000
- 9** Caltrain Electrification  
STIP Funds: \$10,000,000
- 10** Caltrain Rapid Rail Improvements – Track, Station and Signal Rehab  
STIP Funds: \$3,000,000
- 11** Fourth Street Bridge Seismic Retrofit & Rehabilitation  
STIP Funds: \$7,253,000
- 12** GGBHTD San Francisco Lay Berth  
STIP Funds: \$1,305,000
- 13** Golden Gate Ferry San Francisco Terminal Facilities Rehab  
STIP Funds: \$2,250,000
- 14** Golden Gate Park Improvements  
STIP Funds: \$87,000
- 15** Illinois Street Intermodal Bridge at Islais  
STIP Funds: \$500,000
- 16** Illinois Street Roadway Reconstruction  
STIP Funds: \$1,530,000

Ladder Crosswalk and Pedestrian Crossing Warning Signage  
STIP Funds: \$1,300,000  
(Not mapped)

- 17** Laguna Honda Bike Lanes and O'Shaughnessy Path  
STIP Funds: \$160,000
- 18** Median Refuge Accessibility Retrofit  
STIP Funds: \$50,000
- 19** Muni Third Street Light-Rail Extension  
STIP Funds: \$64,070,000  
  
Muni Trolley Bus Replacement Program  
STIP Funds: \$5,510,000  
(Not mapped)
- 20** Oak and Fell Streets Integrated Traffic Management System (ITMS)  
STIP Funds: \$1,271,000

Pedestrian Crossing Protection Citywide  
STIP Funds: \$487,000  
(Not mapped)

- 21** Phelan Avenue Crosswalk and Traffic Calming Improvements  
STIP Funds: \$200,000
- 22** Third Street Traffic Management System  
STIP Funds: \$900,000
- 23** Third Street/Bayshore Pavement Rehabilitation  
STIP Funds: \$4,768,000
- 24** U.S. Highway 101 – Doyle Drive Replacement  
STIP Funds: \$36,000,000

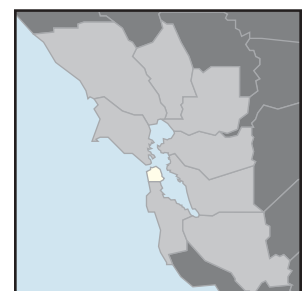
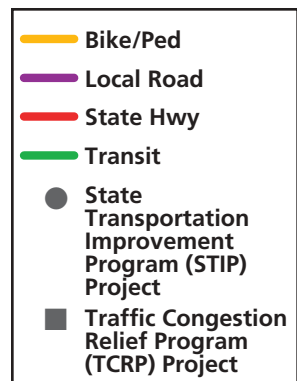
## At-Risk Traffic Congestion Relief Program (TCRP) Projects

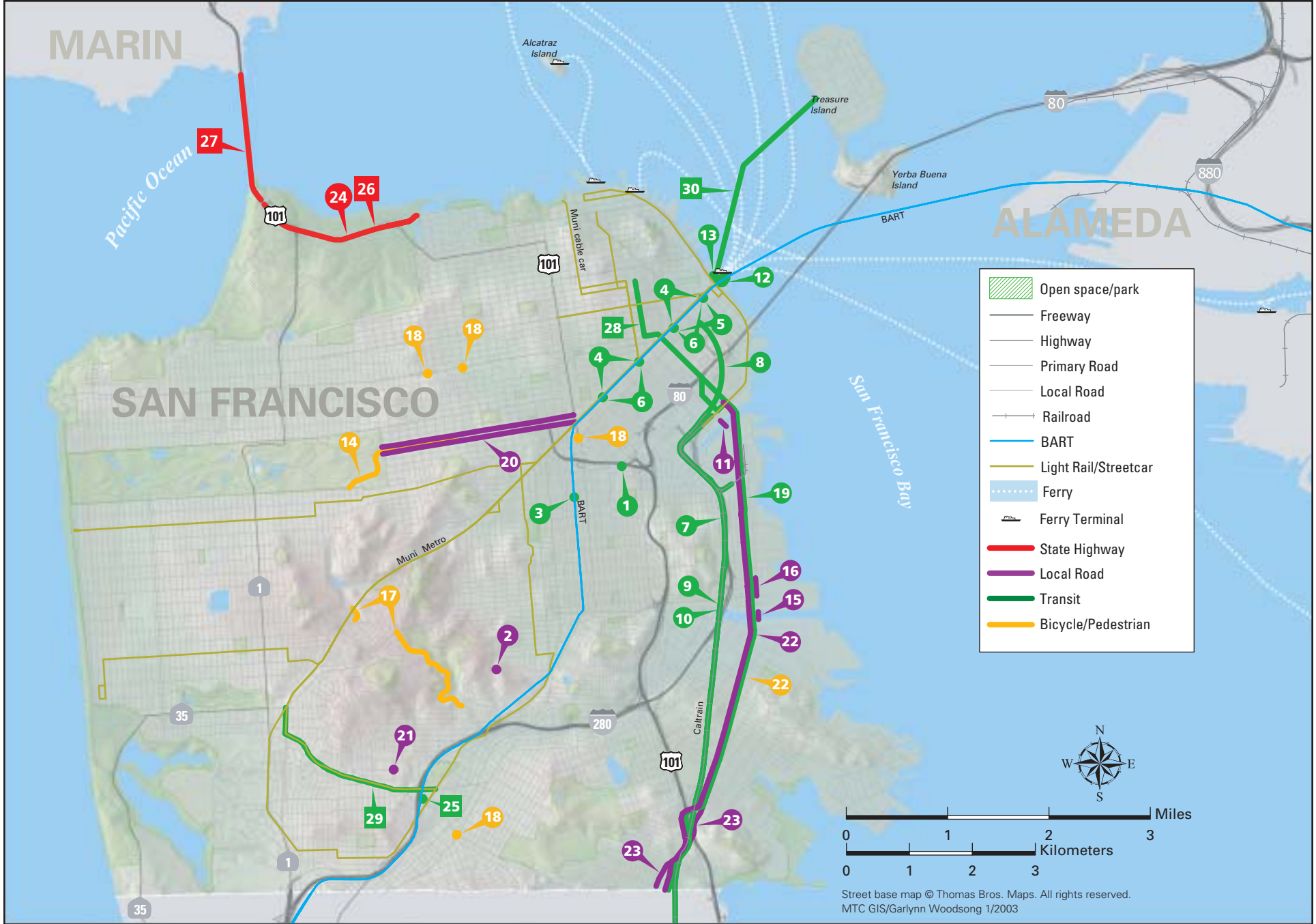
- 2000 San Francisco Bay Crossings Study  
TCRP Funds: \$5,000,000  
(Not mapped)
- 25** Balboa Park BART Station Expansion  
TCRP Funds: \$6,000,000  
  
BART Seismic Retrofit  
TCRP Funds: \$20,000,000  
(Not mapped)
- Caltrain Express and Upgrades  
TCRP Funds: \$127,000,000  
(Not mapped)
- 26** Doyle Drive Reconstruction  
TCRP Funds: \$15,000,000

- 27** Golden Gate Bridge Seismic Retrofit, Phase 2  
TCRP Funds: \$5,000,000

Low-Emission Buses for Regionwide HOV/Express Bus Service  
TCRP Funds: \$40,000,000  
(Not mapped)

- 28** Muni Metro Central Subway to Chinatown  
TCRP Funds: \$140,000,000
- 29** Muni Ocean Avenue Light Rail  
TCRP Funds: \$7,000,000
- 30** Treasure Island Ferry Service  
TCRP Funds: \$2,000,000





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MTC GIS/Garlynn Woodsong 1/2003

# San Mateo County

## A Sampling of At-Risk State Transportation Improvement Program (STIP) Projects

- 1** BART-SFO Extension Bicycle/Pedestrian Path  
STIP Funds: \$2,500,000
- 2** Belmont: Harbor Soundwall  
STIP Funds: \$492,000
- 3** Caltrain Signal Upgrades  
STIP Funds: \$115,000
- 4** Caltrain Centralized Control System  
STIP Funds: \$21,223,000
- 5** Daly City BART Station Improvements  
STIP Funds: \$700,000
- 6** Devil's Slide Bypass  
STIP Funds: \$1,500,000
- 7** Roosevelt Avenue Reconstruction  
STIP Funds: \$753,000
- 8** Route 92 Widening in Half Moon Bay  
STIP Funds: \$3,843,000
- 9** Route 92 Shoulder Widening and Curve Correction  
STIP Funds: \$2,619,000
- 10** Route 92 Truck Climbing Lane  
STIP Funds: \$18,804,000
- 11** Street Resurfacing Phase 1– Various Daly City Streets  
STIP Funds: \$825,000
- 12** Tilton-Poplar Grade Separation  
STIP Funds: \$8,485,000
- 13** U.S. Highway 101 Auxiliary Lane and Landscaping from Marsh Road to Route 92  
STIP Funds: \$5,130,000
- 14** U.S. Highway 101 Auxiliary Lane from Third Ave. to Millbrae  
STIP Funds: \$42,630,000
- 15** U.S. Highway 101 Auxiliary Lane and Landscaping from Marsh Road to Ralston Ave.  
STIP Funds: \$18,623,000
- 16** U.S. Highway 101 Intersection Improvements at Ralston Ave.  
STIP Funds: \$3,100,000
- 17** U.S. Highway 101 – Willow Road Interchange Reconstruction  
STIP Funds: \$11,990,000
- 18** Willow Road Rehabilitation  
STIP Funds: \$298,000

## At-Risk Traffic Congestion Relief Program (TCRP) Projects

2000 San Francisco Bay Crossings Study  
TCRP Funds: \$5,000,000  
(Not mapped)

Caltrain Express and Upgrades  
TCRP Funds: \$127,000,000  
(Not mapped)

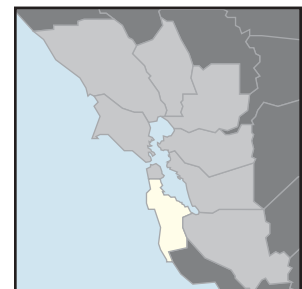
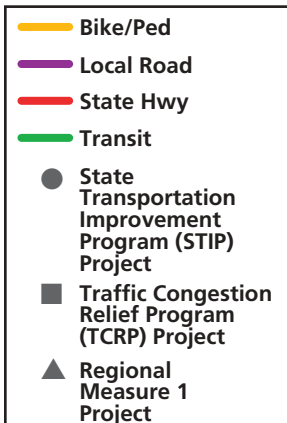
- 19** Caltrain Peninsula Corridor Grade Separations at Linden, Poplar and 25th avenues  
TCRP Funds: \$15,000,000

Low-Emission Buses for Regionwide HOV/Express Bus Service  
TCRP Funds: \$40,000,000  
(Not mapped)

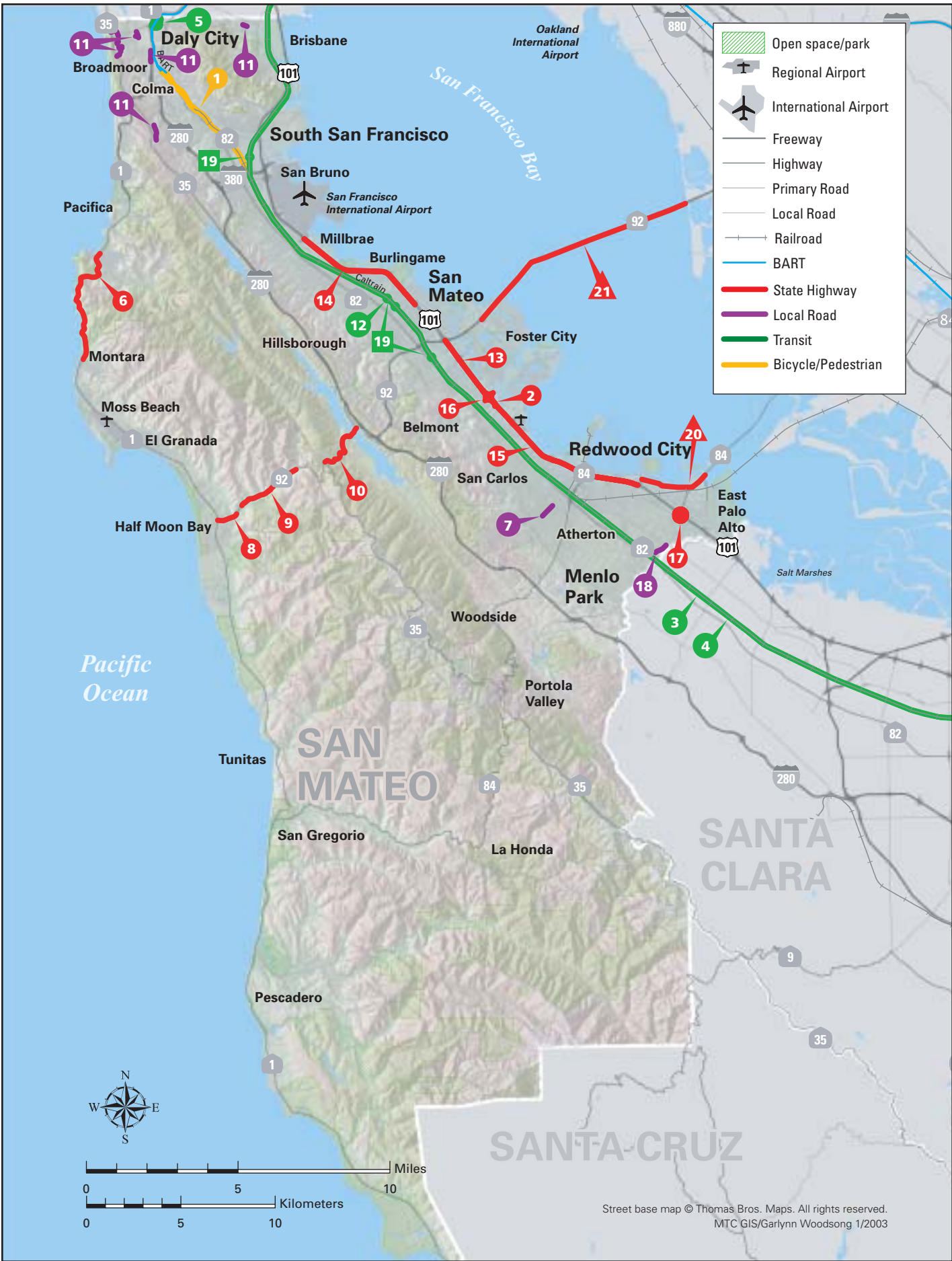
## Regional Measure 1 Toll Bridge Projects

- 20** Dumbarton-Bayfront Expressway Widening  
RM-1 Funds: \$33,775,000

- 21** San Mateo-Hayward Bridge Widening and Rehabilitation  
RM-1 Funds: \$212,241,000







# Santa Clara County

## A Sampling of At-Risk State Transportation Improvement Program (STIP) Projects

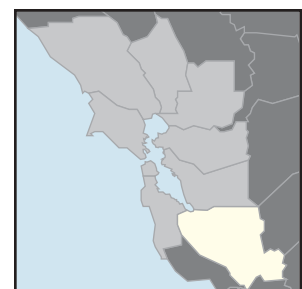
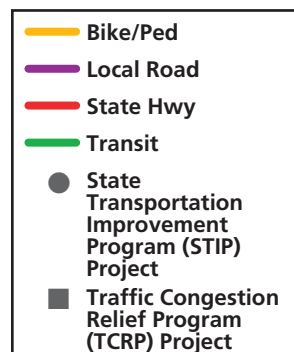
- 1** Borregas Ave. Bicycle/Pedestrian Bridges over U.S. Highway 101 and Route 237  
STIP Funds: \$3,700,000
- 2** Caltrain Centralized Control System  
STIP Funds: \$21,223,000
- 3** Caltrain Diridon Station: Track/Signal/Terminal Rehabilitation & Upgrades  
STIP Funds: \$2,606,000
- 4** Caltrain San Jose to Santa Clara – Fourth Main Track  
STIP Funds: \$22,500,000
- 5** Caltrain Track Rehabilitation Project  
STIP Funds: \$5,500,000
- 6** I-280 Soundwall – Bird Avenue to Los Gatos  
STIP Funds: \$3,575,000
- 7** I-680 Northbound Soundwall – Mabury to Penitencia Creek  
STIP Funds: \$741,000
- 8** I-680 Soundwalls – Capitol Expressway to Mueller  
STIP Funds: \$3,552,000
- 9** I-680 Sunol Grade – HOV Lane from Route 84 to Route 237  
STIP Funds: \$9,045,000
- 10** I-880/Coleman Avenue Interchange Reconstruction  
STIP Funds: \$55,500,000
- 11** I-880 Soundwalls – I-280 to Stevens Creek Blvd.  
STIP Funds: \$2,377,000
- 12** Montague Expressway Widening  
STIP Funds: \$1,300,000
- 13** Route 25 Widening  
STIP Funds: \$1,700,000
- 14** Route 152 – New Expressway Study  
STIP Funds: \$7,000,000
- 15** Route 152 – Passing and Truck Climbing Lanes  
STIP Funds: \$5,940,000
- 16** Route 156 Widening and Interchange at Route 152 (Casa de Fruta)  
STIP Funds: \$10,000,000
- 17** Route 87 Guadalupe Freeway Corridor – Widening for HOV Lanes & Landscaping  
STIP Funds: \$175,001,000

- 18** Route 87 HOV Lane – I-280 to Route 85  
STIP Funds: \$10,800,000
- 19** San Tomas Aquino Creek Trail  
STIP Funds: \$2,000,000
- 20** U.S. Highway 101 Auxiliary Lane from Route 87 to Trimble Road  
STIP Funds: \$19,300,000
- 21** U.S. Highway 101 – Coyote Valley/Bailey Avenue Interchange  
STIP Funds: \$18,000,000
- 22** Vasona Light-Rail Corridor Extension – Woz Way to Campbell  
STIP Funds: \$46,553,0000

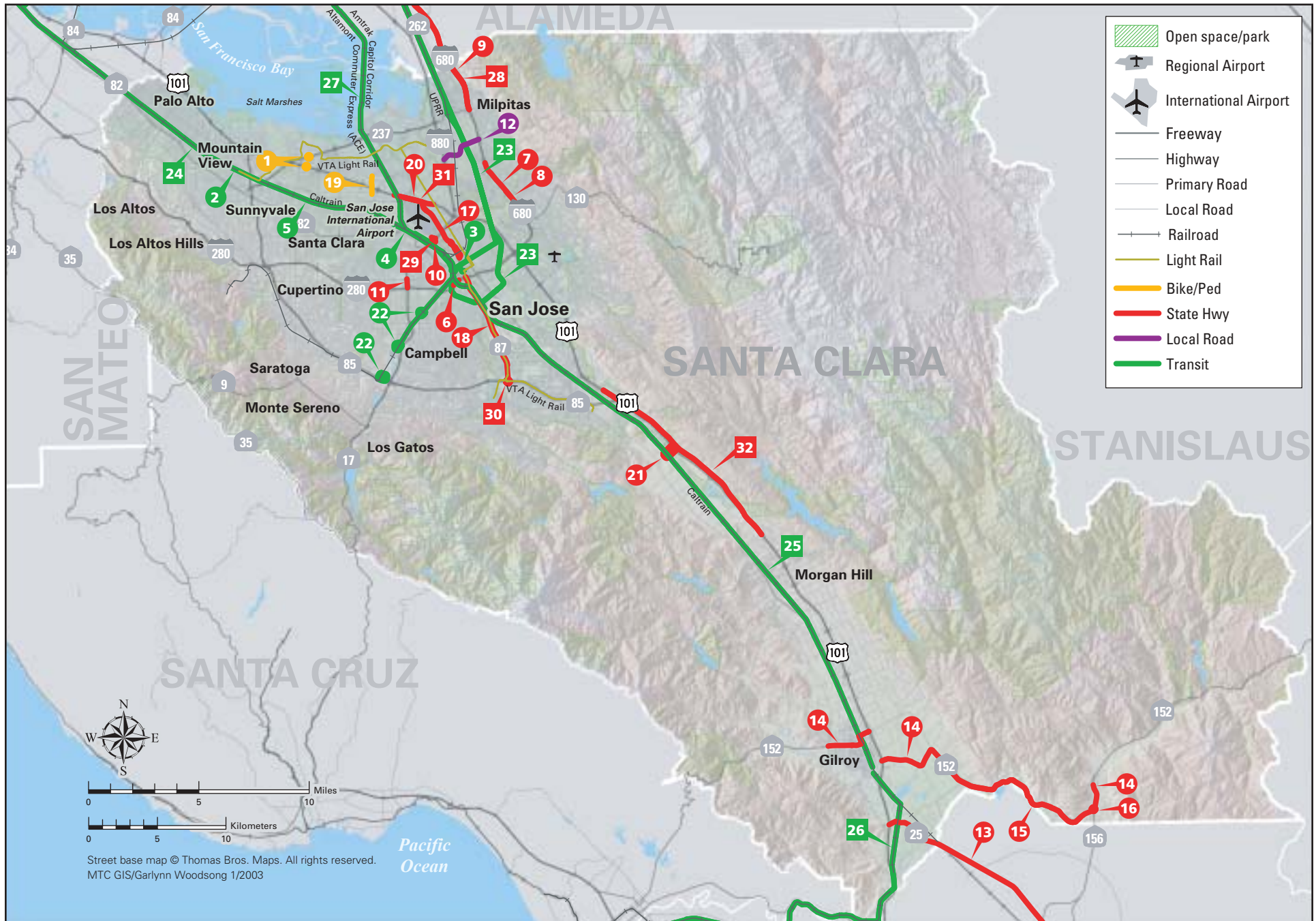
## At-Risk Traffic Congestion Relief Program (TCRP) Projects

- 23** BART Extension to San Jose  
TCRP Funds: \$760,000,000
- 24** Caltrain Express and Upgrades  
TCRP Funds: \$127,000,000
- 25** Caltrain Extension to Gilroy  
TCRP Funds: \$55,000,000
- 26** Caltrain Extension to Salinas in Monterey County  
TCRP Funds: \$20,000,000
- 27** Capitol Corridor Intercity Rail Improvements – Oakland to San Jose  
TCRP Funds: \$25,000,000
- 28** I-680 – Northbound HOV Lane over Sunol Grade, Milpitas to Route 84  
TCRP Funds: \$60,000,000
- 29** I-880/Coleman Avenue Interchange Reconstruction  
TCRP Funds: \$5,000,000
- Low-Emission Buses for Regionwide HOV/Express Bus Service  
TCRP Funds: \$40,000,000  
(Not mapped)
- 30** Route 85/Route 87 Interchange Completion  
TCRP Funds: \$3,500,000
- 31** U.S. Highway 101 – New Northbound Lane Through San Jose  
TCRP Funds: \$5,000,000
- 32** U.S. Highway 101 – Widen from 4 to 6 Lanes from Bernal Road in San Jose to Cochrane Road in Morgan Hill  
TCRP Funds: \$25,000,000

Route 262 – Cross-Connector Study from I-680 to I-880  
TCRP Funds: \$1,000,000  
(Not mapped)









# Solano County

## A Sampling of At-Risk State Transportation Improvement Program (STIP) Projects

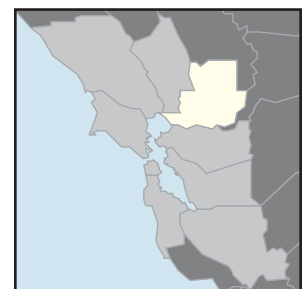
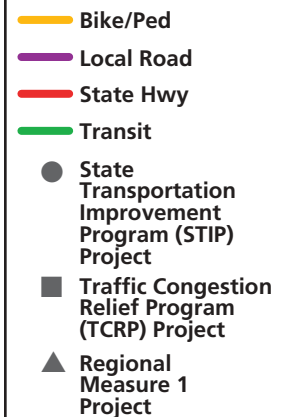
- 1** Air Base Parkway Rehabilitation in Fairfield  
STIP Funds: \$645,000
- 2** Amtrak Capitol Corridor – Bahia Viaduct Track Upgrade  
STIP Funds: \$2,250,000
- 3** Benicia Intermodal Transportation Station  
STIP Funds: \$1,325,000
- 4** Central Way Rehabilitation in Fairfield  
STIP Funds: \$158,000
- 5** Dixon Multimodal Transportation Center – Phase 2  
STIP Funds: \$400,000
- 6** Dixon to Davis Bike Route – Phase 4  
STIP Funds: \$16,000
- 7** Fairfield Transportation Center – Phase 2  
STIP Funds: \$172,000
- 8** Fairfield/Vacaville Capitol Corridor Intercity Rail Station  
STIP Funds: \$2,250,000
- 9** Front Street Rehabilitation in Rio Vista  
STIP Funds: \$74,000
- 10** Hilborn Pavement Improvements in Fairfield  
STIP Funds: \$364,000
- 11** I-80 Meridian to Pedrick Widening  
STIP Funds: \$9,000,000
- 12** I-80 Reliever Route/Jepson Parkway – Between Route 12 and I-80 on Walters, Vanden & Leisure Town Roads  
STIP Funds: \$23,791,000
- 13** I-80/I-680 Cordelia Auxiliary Lanes  
STIP Funds: \$18,569,000
- 14** I-80/I-680/Route 12 North Connector – Phase 2  
STIP Funds: \$11,735,000
- 15** Lemon Street Rehabilitation in Vallejo  
STIP Funds: \$428,000
- 16** Main Street Improvements in Rio Vista  
STIP Funds: \$100,000
- 17** North Texas Street Rehabilitation in Fairfield  
STIP Funds: \$362,000
- 18** Nut Tree Road Resurfacing in Vacaville  
STIP Funds: \$342,000
- 19** Route 37 from Napa River to Route 29 – Planting Mitigation  
STIP Funds: \$1,200,000
- 20** Routes 29/37 Interchange & Landscaping  
STIP Funds: \$57,500,000
- 21** South Lincoln Street Overlay in Dixon  
STIP Funds: \$105,000
- 22** Vallejo Ferry Maintenance Facility  
STIP Funds: \$500,000
- 23** Vallejo Intermodal Station – Parking Structure for Baylink Ferry and Bus Facilities  
STIP Funds: \$7,500,000
- 24** Various County Roads Overlay  
STIP Funds: \$393,000
- 25** Various Streets Pavement Rehabilitation in Suisun City  
STIP Funds: \$140,000
- 26** Walters Road Extension & Expansion  
STIP Funds: \$2,250,000
- 27** West 'K' Street Overlay in Benicia  
STIP Funds: \$154,000

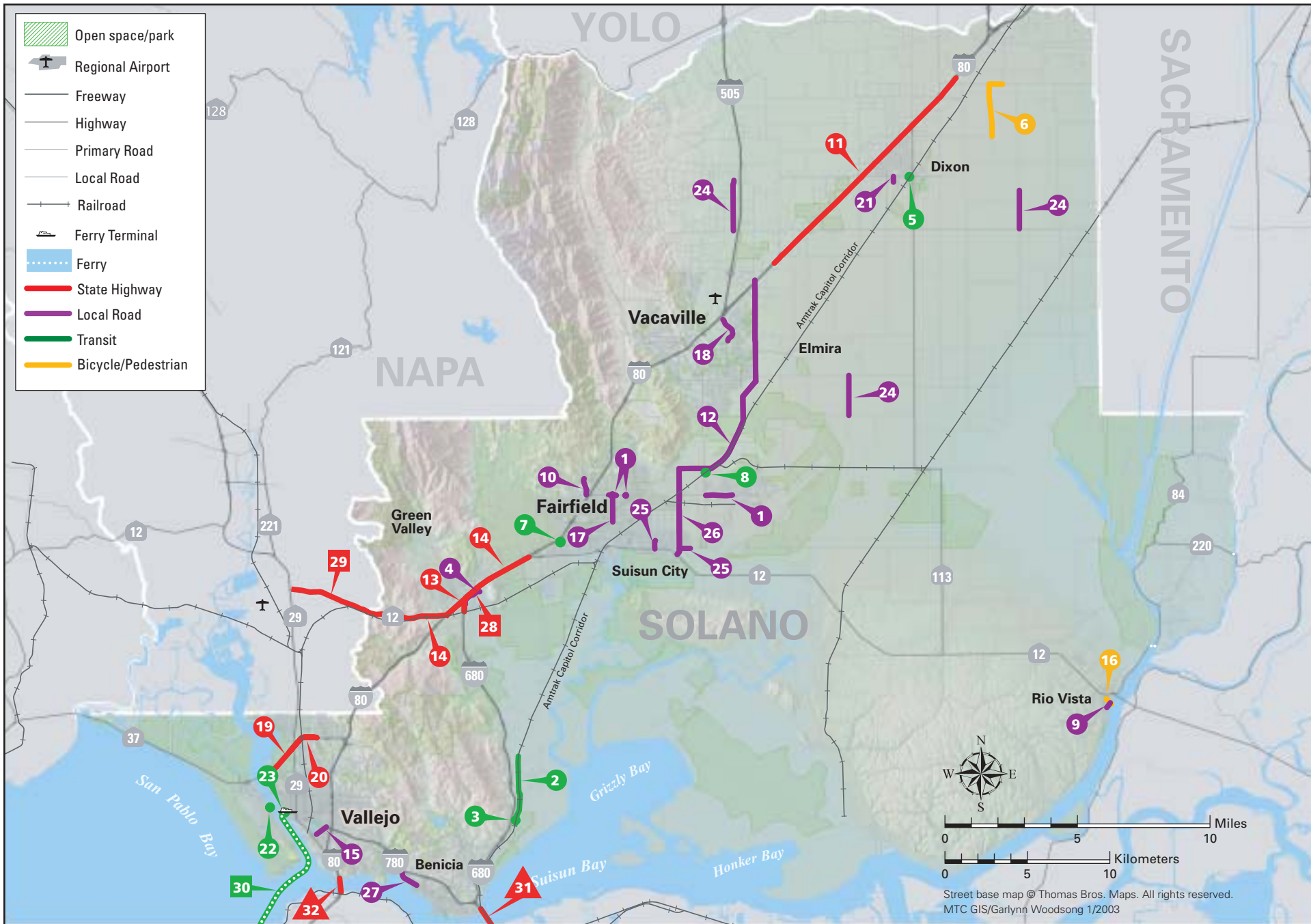
## At-Risk Traffic Congestion Relief Program (TCRP) Projects

- 28** I-80/I-680/Route 12 Interchange in Fairfield  
TCRP Funds: \$13,000,000  
Low-Emission Buses for Regionwide HOV/Express Bus Service  
TCRP Funds: \$40,000,000  
(Not mapped)
- 29** Jameson County Road (Route 12) Widening  
TCRP Funds: \$7,000,000
- 30** Vallejo Ferry Service Expansion – Ferry Vessel  
TCRP Funds: \$5,000,000

## Regional Measure 1 Toll Bridge Projects

- 31** Benicia-Martinez Bridge – New Bridge  
RM-1 Funds: \$631,082,914
- 32** Carquinez Bridge – Replace 1927 Span  
RM-1 Funds: \$443,176,159





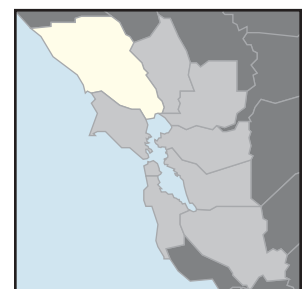
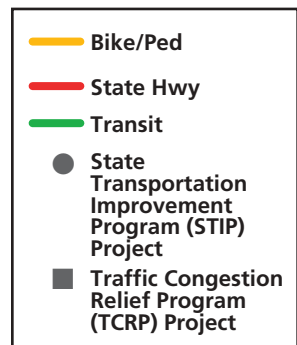
# Sonoma County

## A Sampling of At-Risk State Transportation Improvement Program (STIP) Projects

- 1** Colgan Creek Class I Bikeway  
STIP Funds: \$3,000
- 2** Rohnert Park – Park-and-Ride Lot and On-Ramp  
STIP Funds: \$300,000
- 3** U.S. Highway 101 HOV Lanes – Steele Lane Interchange  
STIP Funds: \$9,894,000
- 4** U.S. Highway 101 – Southbound Auxiliary Lane Route 116 to East Washington  
STIP Funds: \$7,000,000
- 5** U.S. Highway 101 HOV Lanes from Santa Rosa to Windsor  
STIP Funds: \$6,000,000
- 6** U.S. Highway 101 HOV Lanes Between Rohnert Park and Petaluma  
STIP Funds: \$10,000,000
- 7** U.S. Highway 101 HOV Lanes and Interchange in Rohnert Park  
STIP Funds: \$46,840,000
- 8** U.S. Highway 101 HOV Lanes – Route 12 to Steele Lane  
STIP Funds: \$55,300,000
- 9** U.S. Highway 101 HOV Lanes – Wilfred Avenue to Route 12 Soundwall & Plantings  
STIP Funds: \$8,771,000

## At-Risk Traffic Congestion Relief Program (TCRP) Projects

- Low-Emission Buses for Regionwide HOV/Express Bus Service  
TCRP Funds: \$40,000,000  
(Not mapped)
- 10** New Commuter Rail Service – Cloverdale to San Rafael  
TCRP Funds: \$37,000,000
  - 11** North Coast Railroad Track Repair and Upgrades  
TCRP Funds: \$60,000,000
  - 12** U.S. Highway 101 HOV Lanes – Steele Lane Interchange  
TCRP Funds: \$6,000,000
  - 13** U.S. Highway 101 Marin/Sonoma Novato Narrows Widening for HOV Lanes from Route 37 in Marin to Old Redwood Highway  
TCRP Funds: \$21,000,000





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MTC GIS/Garlynn Woodsong 1/2003



# Bay Area Partnership Board

## Transit Operators

### **Alameda-Contra Costa Transit District (AC Transit)**

RICK FERNANDEZ 510.891.4753

### **Bay Area Rapid Transit District (BART)**

TOM MARGRO 510.464.6065

### **Central Contra Costa Transit Authority (County Connection)**

RICK RAMACIER 925.676.1976

### **Eastern Contra Costa Transit Authority (Tri Delta)**

JEANNE KRIEG 925.754.6622

### **Golden Gate Bridge, Highway & Transportation District**

CELIA KUPERSMITH 415.923.2203

### **Livermore Amador Valley Transit Authority (WHEELS)**

VIC SOOD 925.455.7555

### **San Francisco Municipal Railway (Muni)**

MICHAEL BURNS 415.554.4123

### **San Mateo County Transit District (SamTrans)/Peninsula Corridor Joint Powers Board (Caltrain)**

MIKE SCANLON 650.508.6200

### **Santa Clara Valley Transportation Authority (VTA)**

PETE CIPOLLA 408.321.5559

### **Santa Rosa Department of Transit & Parking**

BOB DUNLAVEY 707.543.3325

### **Vallejo Transit**

PAM BELCHAMBER 707.648.4306

## Regional Agencies

### **Association of Bay Area Governments**

GENE LEONG 510.464.7910

### **Bay Area Air Quality Management District**

WILLIAM NORTON 415.749.5052

### **Bay Conservation & Development Commission**

WILL TRAVIS 415.352.3600

### **Metropolitan Transportation Commission**

STEVE HEMINGER 510.464.7810

### **RIDES for Bay Area Commuters**

CATHERINE SHOWALTER 510.893.7665

## Ports

### **Port of Oakland**

TAY YOSHITANI 510.627.1225

## Congestion Management Agencies

### **Alameda County Congestion Management Agency**

DENNIS FAY 510.836.2560

### **City/County Association of Governments of San Mateo County**

RICH NAPIER 650.599.1420

### **Contra Costa Transportation Authority**

ROBERT MCCLEARY 925.256.4724

### **Marin County Congestion Management Agency**

FARHAD MANSOURIAN 415.499.6570

### **Napa County Congestion Management Agency**

MICHAEL ZDON 707.259.8634

### **San Francisco County Transportation Authority**

JOSÉ LUIS MOSCOVICH 415.522.4803

### **Santa Clara Valley Transportation Authority**

MICHAEL EVANHOE 408.321.5725

### **Solano Transportation Authority**

DARYL HALLS 707.424.6007

### **Sonoma County Transportation Authority**

SUZANNE WILFORD 707.565.5373

## State

### **California Air Resources Board**

MIKE KENNY 916.445.4383

### **California Highway Patrol, Golden Gate Division**

TOM NOBLE 707.648.4180

### **California Transportation Commission**

DIANE EIDAM 916.654.4245

### **Caltrans Headquarters**

JEFF MORALES 916.654.5267

### **Caltrans District 4**

BIJAN SARTIPI 510.286.5900

## Federal

### **Federal Highway Administration, California Division**

GARY HAMBY 916.498.5014

### **Federal Transit Administration, Region 9**

LESLIE ROGERS 415.744.3133

# MTC Advisory Committees

## **MTC Advisory Council**

JANET ABELSON, CHAIR

## **MTC Elderly and Disabled Advisory Committee**

JANET ABELSON, ACTING CHAIR

## **MTC Minority Citizens Advisory Committee**

DR. ROOP JINDAL, CHAIR



# Notes

## **About the Maps in This Report**

Geographic Information Systems (GIS) are a powerful computer-based set of tools for collecting, storing, retrieving, transforming and displaying spatial data that represent real world features. MTC is a leader in California in the use of GIS technology for transportation planning and analysis.

The transportation projects featured in this report were accurately mapped using data from MTC, Caltrans and other regional partners. The 3-D shaded relief base map was derived from U.S. Geological Survey (USGS) Digital Elevation Model (DEM) data compiled by the Association of Bay Area Governments (ABAG). All other map layers, such as roads, rail, transit lines, ferry terminals, ferry lines, airports, water, parks, city boundaries and county boundaries, come from MTC's regional Thomas Bros. Maps base-map data.



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